

Design + Access Statement  
Old Sarum Airfield  
8441/Rev A03  
August 2023



## Document Control

|     | Description         | Originator         | Approved | Date       | No/Copy |
|-----|---------------------|--------------------|----------|------------|---------|
| A00 | Draft for comment   | Feilden+Mawson LLP | ESB      | 07/07/2023 | D       |
| A01 | Draft for comment   | Feilden+Mawson LLP | DD       | 17/07/2023 | D       |
| A02 | Draft for comment   | Feilden+Mawson LLP | DD       | 20/07/2023 | D       |
| A03 | Amended to comment  | Feilden+Mawson LLP | DD       | 17/08/2023 | D       |
| A04 | Amended to comments | Feilden+Mawson LLP | DD       | 18/08/2023 | D       |
|     |                     |                    |          |            |         |

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## 1.0 Introduction

This Design and Access Statement has been prepared to accompany an Outline Planning Application for development at Old Sarum Airfield, Wiltshire.

The application and masterplan proposal have been developed in line with Wiltshire Adopted Core policy 25 with development located in three key areas around the airfield. The areas are referred to as A, B and C. Although Areas A and C are within the airfield land they are not used and are not required as part of existing and future aviation activities. The development of Area B is to support aviation activity.

The proposal as set out in this document is for:

Up to 160 new dwellings in Area A.

New contemporary aircraft hangars, 21<sup>st</sup> Century Aviation facilities including control tower and the refurbishment of a 'Heritage Heart' in Area B.

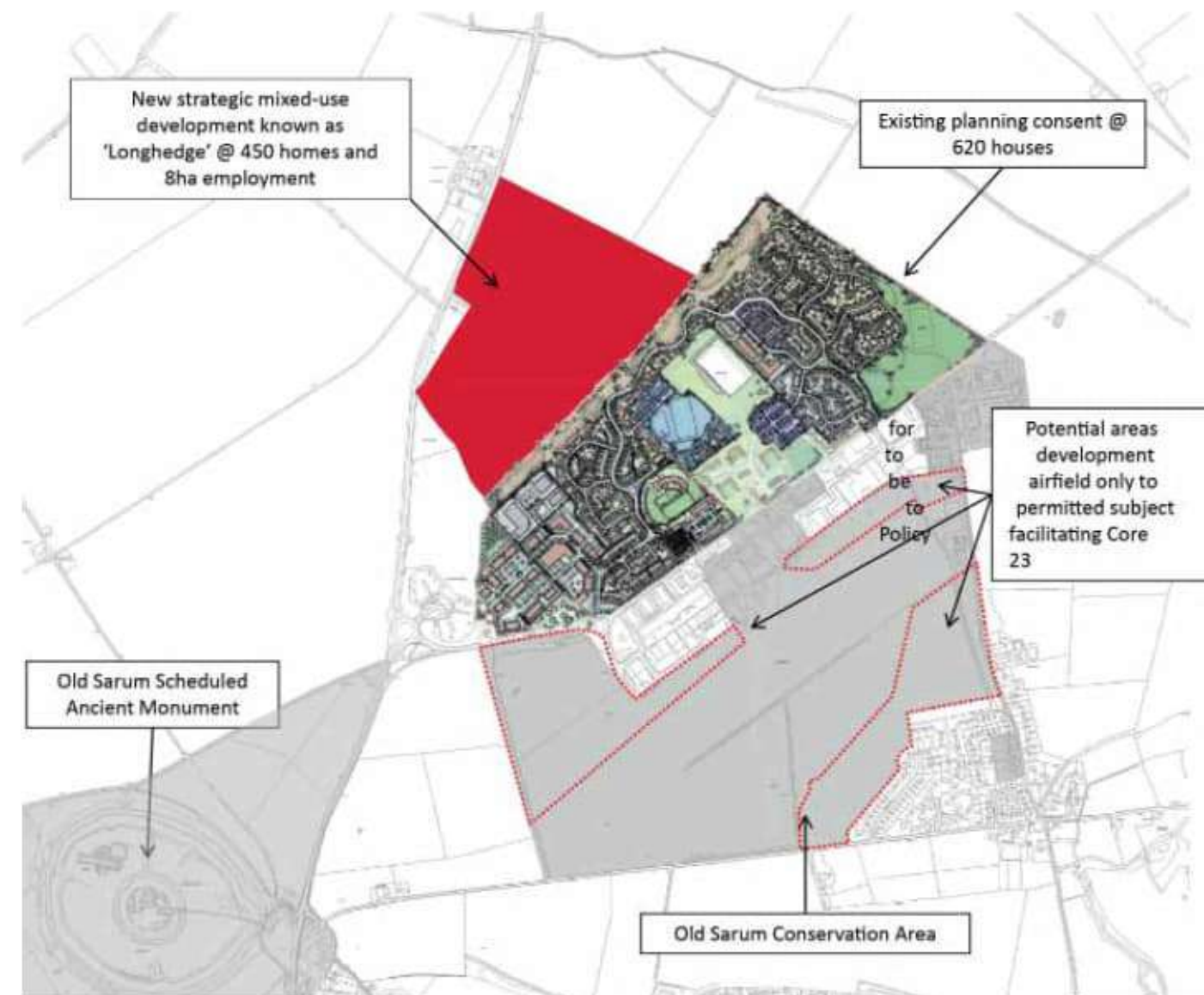
Up to 155 new dwellings in Area C.

Old Sarum Airfield extends to 62.1ha as indicated by the red line boundary on drawing 001a revision A00. The proposed development site consists of 26.8ha and is primarily located around the edge of the airfield, please refer to drawing 001 revision A07. For the purpose of this document the diagrams and drawings refer to the wider holistic red line boundary as indicated in drawing 001a rev A00.

The purpose of this document is to give a clear explanation on how the proposals have been developed through a combination of site appraisal, consultation and technical reports as well as how the proposals respond to Wiltshire Adopted Core Policy 25.

This document has been written to comply with 'The Town and Country Planning (Development Management Procedure) (England) Order 2010 Article 4 and the CABE guidance 'Design and Access Statements;- How to write, read and use them.'

This Planning Application will address the reasons for refusal in the in the 2015 planning application and subsequent appeal in 2018/19.



Wiltshire Core Strategy 2016- core policy figure 5.16

*Please note text highlighted in blue references key sections of the Wiltshire Council Draft Design Guide 2015 (DDG) and demonstrates how the design proposals complies. Please note some detailed items in the Design Guide will be addressed at Reserved Matters stage.*

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### 1.1 Purpose

The purpose of the project is to create a masterplan and development which will ensure the long term sustainable viability of the airfield to protect the aviation heritage for the future.

The project brief has been to create a holistic approach to enhancing Old Sarum Airfield and ensuring its future survival. The proposal takes into account:

- Site constraints
- Development opportunities
- Conservation Management Plan
- Development Masterplan
- Enhancement of existing facilities on site
- Creation of new facilities

The evolving masterplan for Sarum Landings is a holistic approach to enhance Old Sarum Airfield with the purpose of creating a long term sustainable future in line with Core Policy 25.

The vision for a sustainable future includes:

- Safeguarding of an heritage asset for future generations to enjoy
- Sustainable long term future for the airfield
- Creating a destination for flying enthusiasts
- An active airfield community engaging with local residents
- Offering existing residents community benefits
- Control over aviation noise for existing and new residents



*Photograph of Airfield*

## 1.2 Supporting Documents

In addition to this Design and Access Statement the following drawings and reports form an integral part of the application pack and should be viewed in conjunction with this Design and Access Statement.

Application Drawings:

- Location Plan / F+M
- Existing Site Plan / F+M
- Constraints Plan / F+M
- Parameters Plan / F+M
- Concept Masterplan / F+M
- Landscape Masterplan/ EDP

Application Reports:

- Environmental Statement
- Planning Statement
- Conservation Management Plan
- Site Development Masterplan
- Utilities Assessment
- Arboricultural Baseline Assessment
- Arboricultural Management plan
- Phase 1 and Phase 2 Site Investigation
- Statement of Community Involvement



Old Sarum Airfield from the Air

2.0 Site Assessment

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## 2.1 The site

Old Sarum Airfield is located approximately 3km north of the city of Salisbury and is an active aerodrome with a flying field and associated military buildings. The site area is 62.1Ha, the development area for the masterplan submitted in this application is 26.8 hectares. The proposal includes 4 areas these are;

Area A- 7.8 Ha

Area B- 3.9 Ha

Area C- 12.8 Ha

Perimeter landscape track (L)- 1.48 Ha

Land to facilitate development- 0.82 Ha (existing roads, access points, airfield apron etc.)

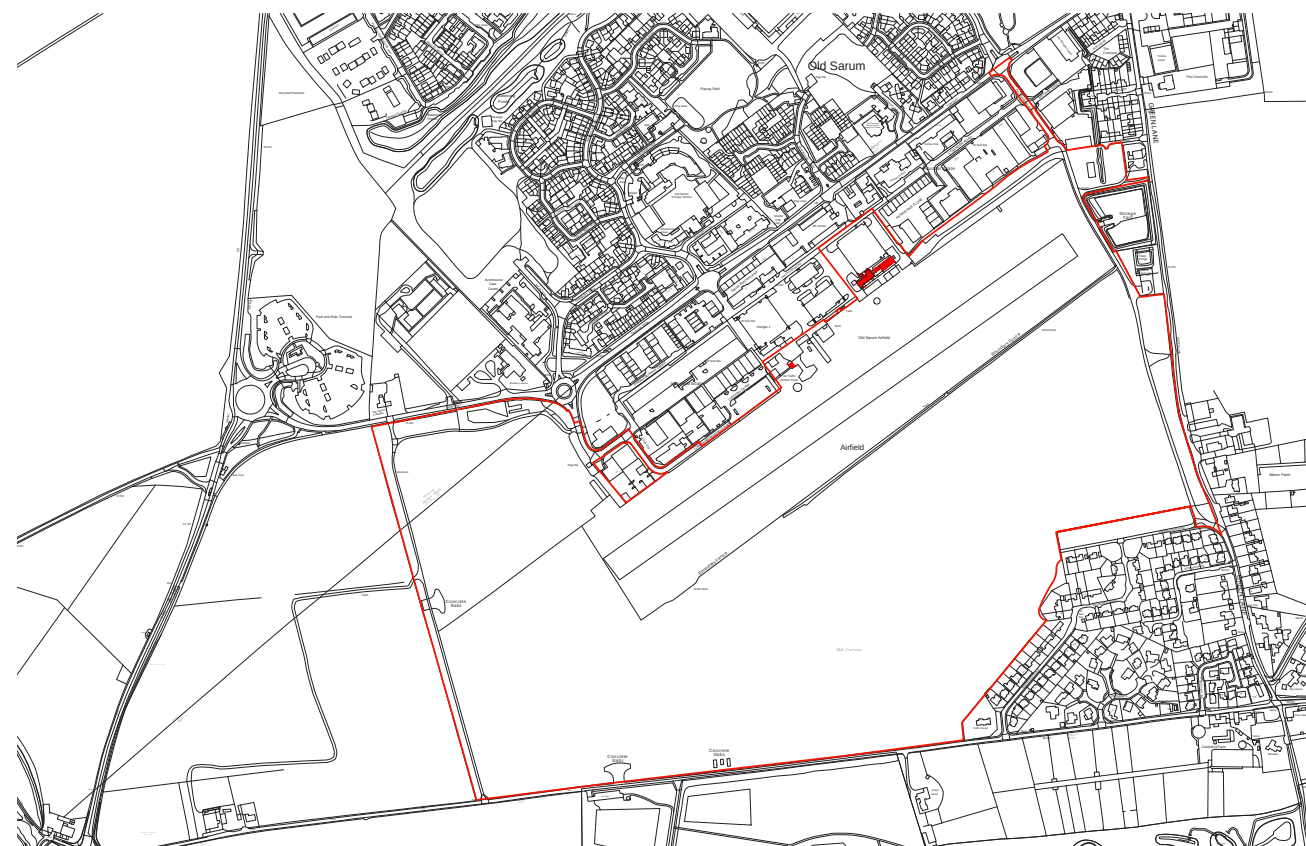
*[Please note the above figures are based on gross site areas as indicated in the diagram below. The development areas referred to in the Land Use Parameter Plan and ES Statement refer to the proposed net site areas.]*

Development is limited to areas A, B, and C. The perimeter landscaped track has been included to ensure connectivity around the airfield. The flying field, including the runway and the runway strip, will be unaffected by the planning proposals.

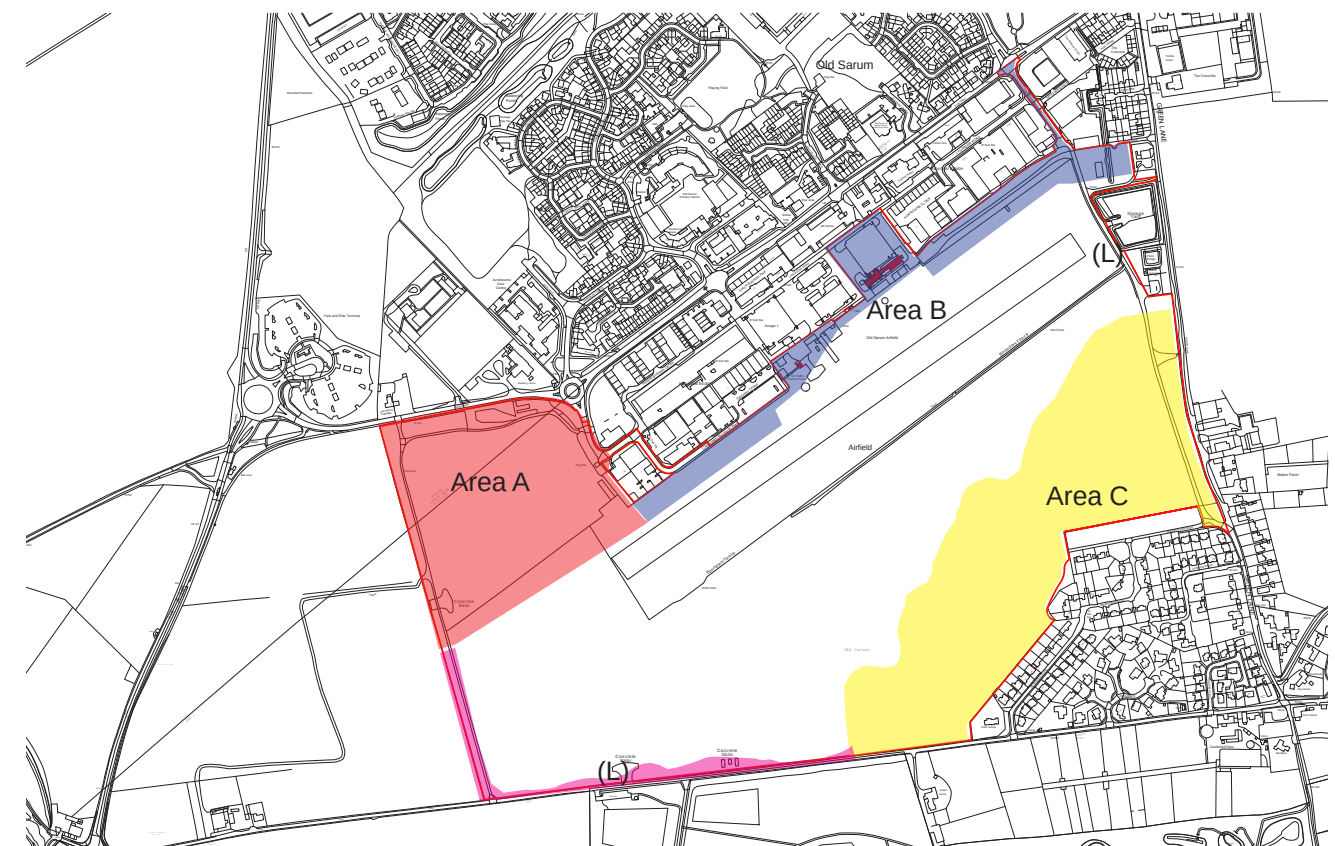
The areas proposed for developed are within the ownership of Blanefield Aviation Ltd, R & G 1923 Ltd and OSAF Projects Ltd.

The site is located near to the Old Sarum Hill Fort, which is a nationally important archaeological site and Scheduled Monument (SM).

Parts of the airfield were designated as a Conservation Area in 2007. Please see image on page 10 for further detail.



Plan showing land at OSA being assessed in the ES as part of the EIA process



Areas of development

## 2.2 Physical Context

The plan below gives an indication of the existing physical context.

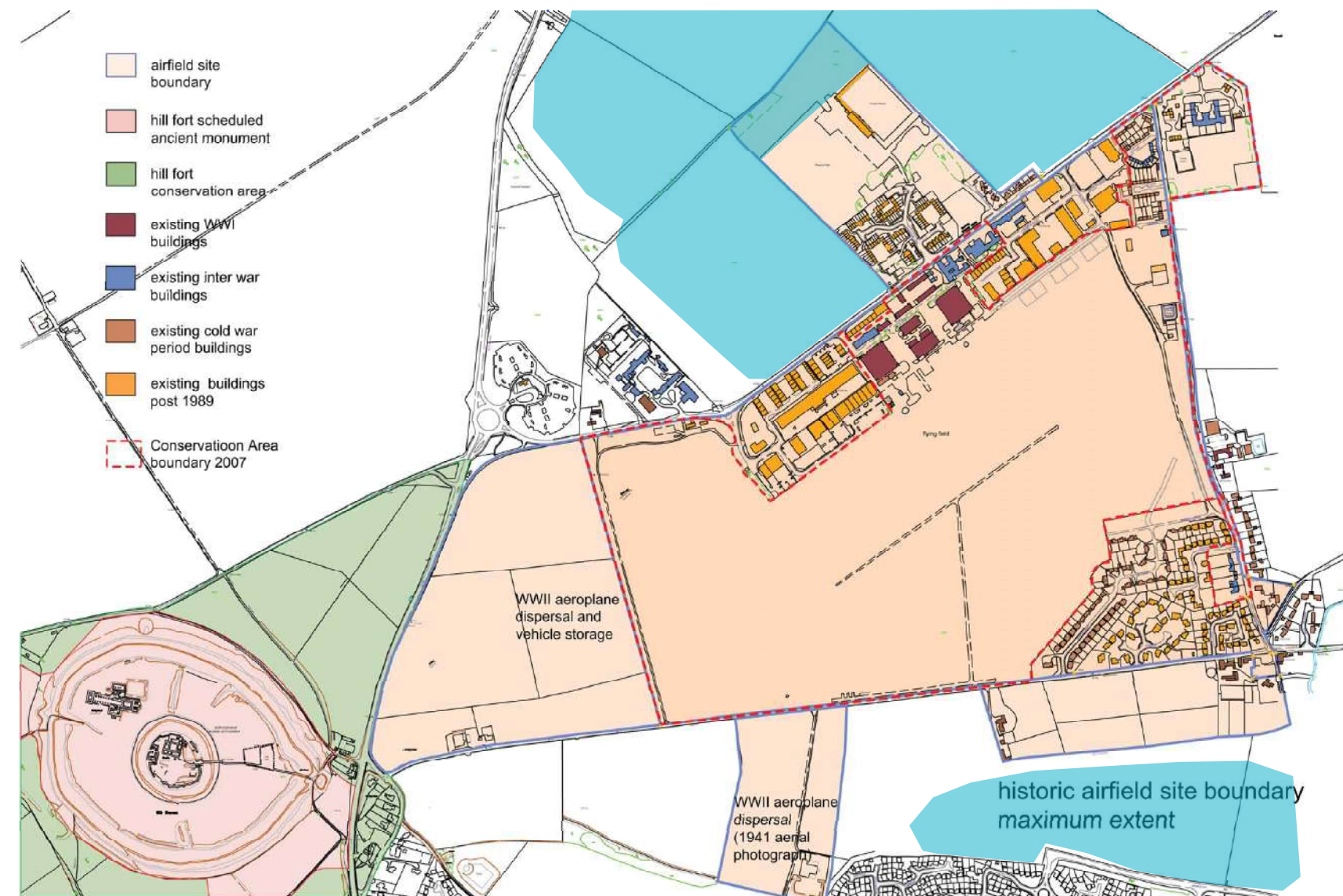
The existing WWI and interwar buildings remain at the centre of the airfield and are part of the Conservation Area. To the east and west of the WWI buildings are post 20th century commercial buildings.

To the east of the airfield at the junction to Portway and the A345 is the Beehive Park and Ride. A new residential development has been constructed by Persimmon Homes/Charles Church to the north and a new Country Park and housing to the south.

Old Sarum Hill Fort is located to the west and is an important archaeological site and Scheduled Ancient Monument (SM). The Hill Fort Conservation area extends to the boundary of the A345.

Ford village is located to the south of the airfield with properties dating back to WW1 and the interwar period.

*The design proposals are influenced by its site context in accordance with section 2.1 of the DDG whilst responding to and respecting Old Sarum Schedule Monument in accordance with 3.1 Identity and 6.8.*



Extract from Conservation Management Plan- hatched blue zones indicated recent residential development



View of WW1 hangars

2023



View of interwar buildings

Image from Google Earth



Skies Cafe

2014



Old Sarum Hill Fort

2014



Perimeter track

2014



20th century commercial buildings

2014



Persimmon/Charles Church development

Image from Google Earth



Dwellings in Ford

2014



Dwellings in Ford

September 2014

## 2.3 Access

### Highways

Access to the airfield is via Lancaster Road from the Portway which connects the A345 to the west and the A338 to the east. The A345 is the main route into Salisbury.

Green Lane, a restricted byway, runs to the east of the site linking Portway to Ford village. The road is controlled by a barrier 100m from the Manor Farm junction. Up until this point numerous residential dwellings take access off Manor Farm Road.

Ford Road to the south of the site links Ford village to the A345.

A perimeter track runs along the west and east boundaries providing connection to the north and south of the airfield. The tracks are located on the private airfield land and are not open to the public.

### Walking

The pedestrian network surrounding the site is considered to be well designed to encourage journeys to be undertaken on foot. Portway has lit footways between the A345 and Throgmorton Hall, parts of which allow for shared-use with cyclists. Signalised and uncontrolled crossings facilitate desire lines between the site and the variety of land uses to the north (including residential, local centre and education). The A345 has a lit footway

(part of which allows for shared-use with cyclists) which provides a route towards the northern part of Salisbury.

Green Lane is a restricted byway between Portway to the north and the A30 to the south. Parts of this lane are traffic-free and therefore provides an attractive route towards Salisbury. In addition, there are numerous Public Rights of Way (footpaths and bridleways) in the vicinity of the site which provide leisure routes for the local population.

### Cycling

The Transport Assessment within the Environmental Statement shows that the majority of the Salisbury urban area (and associated facilities and services) is

within cycling distance of the site (considered to be 5km, equating to a 21-minute cycle). National Cycle Network (NCN) Route 45 is accessed around 100m to the west of the Beehive Roundabout and provides a route to Salisbury city centre.

Salisbury's cycle network is a combination of on and off-road routes that are integrated together by numerous bus lanes and recommended quiet streets. The network is fairly extensive and covers most of Salisbury.

### Bus

Several bus stops are located along the Portway and in the Longhedge development in addition to the Beehive Park & Ride, which is located off the Beehive Roundabout.

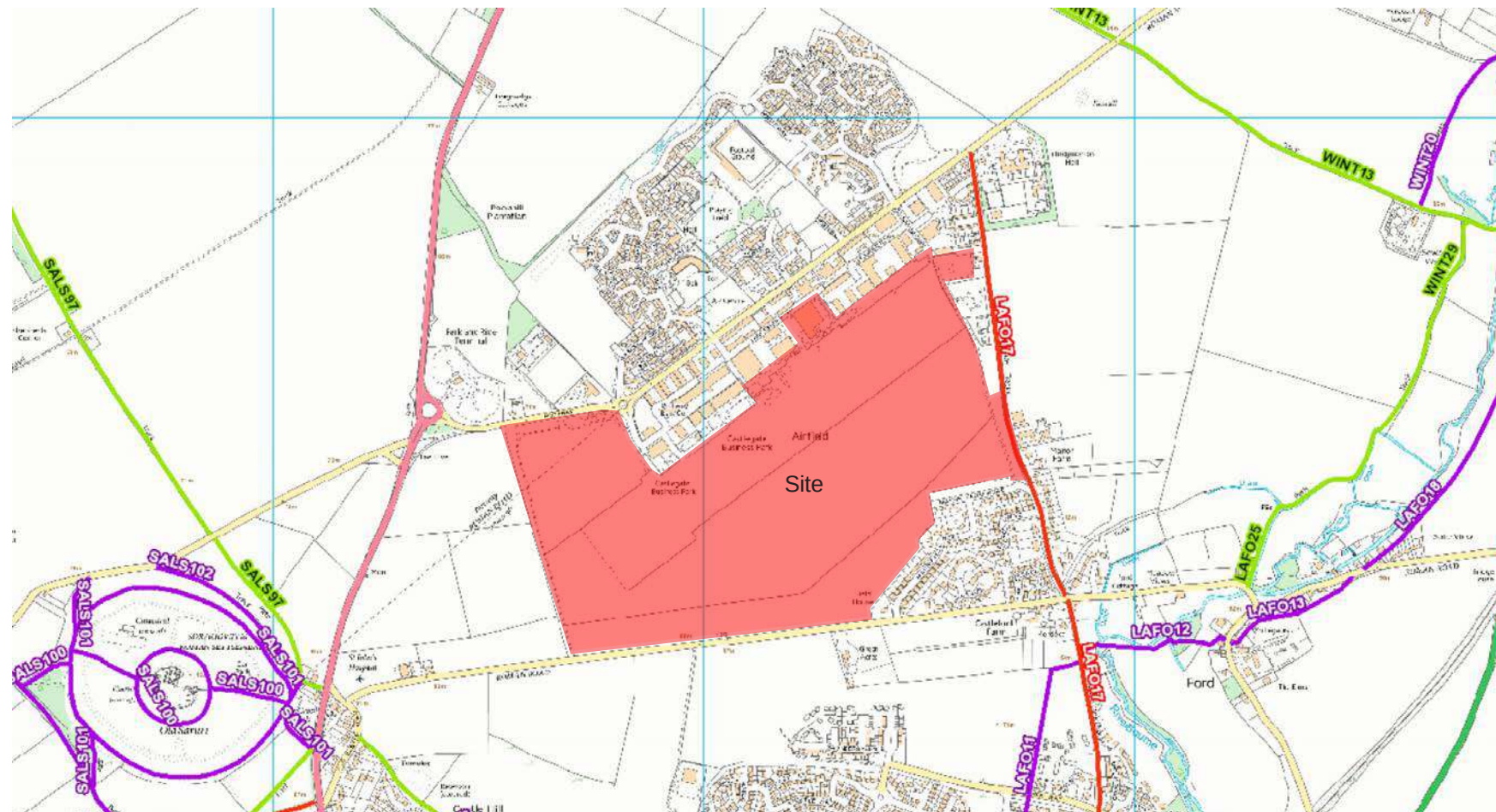
The Park and Ride 11 and the Red 11 operate from Portway and Beehive Park and Ride and provide regular connections to Salisbury and Pewsey. The Park and Ride 7 operate to the south of the site from Bishopdown Farm to Salisbury. The Beehive Park and Ride provides extensive services with up to 6 connections per hour to Salisbury. Further services are located on the A345.

### Rail

The nearest railway station to the proposed development is in Salisbury. The station can be accessed via public transport. The station is also within cycling distance of this site and offers cycle parking facilities.

The railway station provides local connections to Exeter, Bristol, Basingstoke, Southampton and London Waterloo.

Please see the Transport Assessment in the ES chapter for further detail.



## 2.4 Flood Risk and Drainage

### Flood Risk

The proposed site is identified as lying outside of the fluvial and tidal flood risk zone, according to the Environment Agency's (EA) published flood map for planning.

The EA information indicates that the level of flood risk to the site corresponds to a Flood Zone 1 – low probability of flooding. This flood zone has less than a 1 in 1000-year annual probability of flooding.

The National Planning Policy Framework Planning Practice Guidance states that all types of development are suitable for this flood zone.

No other sources of flooding have been identified which are considered to pose a significant risk to the development based on this initial assessment of currently available information, with further detailed assessment to be undertaken as the site is taken forward.

### Drainage

#### Surface Water

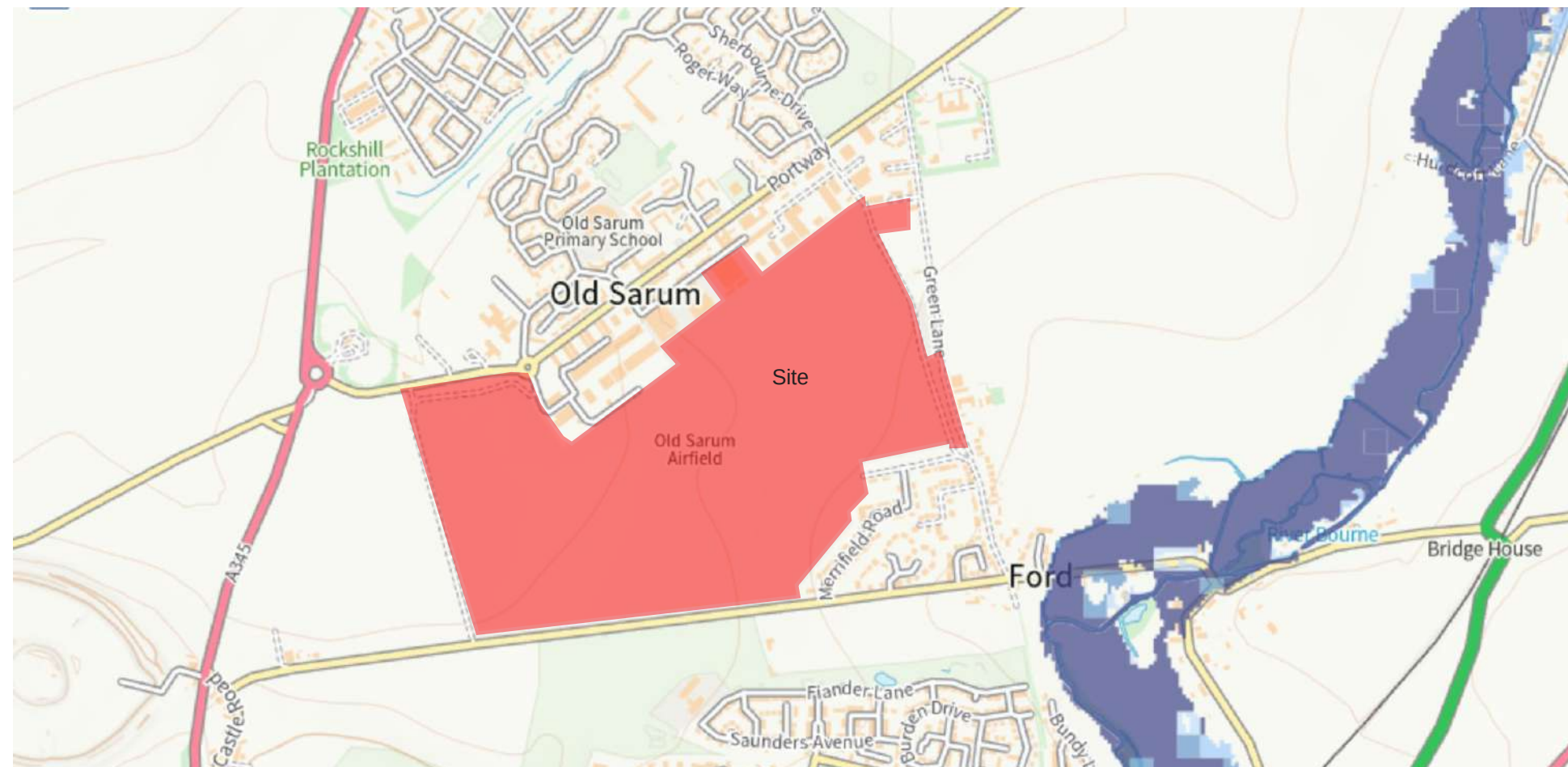
Surface Current legislation and guidance require developers to manage surface water run-off from new development, to mitigate flood risk to the site and surrounding area and to provide a sustainable means of disposing of run-off from impermeable areas of the site.

Surface water run-off from the new development should be managed via the design of a sustainable drainage system (SuDS). The possible drainage options considered for the site include the use of infiltration methods and discharging to a local watercourse or public sewer network.

The strategy for the disposal of surface water run-off from the development seeks to mimic the existing drainage regime of the site, with flows drained to the ground via the use of a variety of infiltration methods. A range of SuDS features will be incorporated throughout the site, which will provide ecological and water quality benefits through the dilution, filtration and settlement of solid particles.

#### Foul

A new foul water drainage network will be constructed to accommodate the requirements of the proposed development. The new network will collect and convey foul water discharge from the development to a new onsite wastewater treatment works or to the existing public sewer network.



Flood map of Old Sarum from the Environment Agency website

## 2.5 Topography

There are significant changes in topography across the airfield from the highest point in the north 88.0MAMSL and lowest point 64.0MAMSL in the south. The varying topography is illustrated on the adjacent plan.

The sites' topography as well as the surrounding levels are extremely important to consider as part of the design process as they play an important part in the proposed setting of buildings. This is explained in greater detail later in this document under design proposals and is a key part of the accompanying Landscape and Visual Impact Assessment in the Environment Statement.



*Topography diagram with 2m changes in level highlighted*

## 2.6 Archaeology

A number of archaeological reports have been carried out to inform the proposals. These include desk based assessments, site surveys and archaeological field evaluations. These reports and their findings have been discussed with the County Archaeologist and full reports are included in the appendices of the submitted ES.

The phase 2 Archaeological Field Evaluation for Area A concludes:

7.1.1 No archaeological remains were identified that are of national or international importance and worthy of preservation in situ. Archaeological remains identified on the site comprise, the Portway Roman road; an isolated ring ditch feature probably of medieval date; and the remains of 20th century airfield structures. These are deemed to be of limited potential of local or, in the case of the Roman road, possibly regional importance. No evidence for settlement or funerary activity of prehistoric or Romano-British date has been located in either phase of evaluation.

The Phase 2 Archaeological Evaluation report for Area C concludes:

7.2.1 The Middle Neolithic pit (1816) contained a large quantity of deliberately deposited artefacts, including a large quantity of Fengate ware pottery and flint. Excavations in the surrounding landscape (around Old Sarum: Powell et al. 2005; at Bishopdown: WA 2014d; to the south-west of Amesbury: Powell and Barclay forthcoming) have shown that these Neolithic features typically cluster, either in pairs or small groups. Given this, it is not unreasonable to expect that there should be more in the immediate area.

7.2.2 Aspects of the pottery and flint assemblages especially suggest that pit 1816 may be the single most significant pit of this date yet discovered in southern England. In terms of quantities alone, pit 1816 stands out as unusually rich. Certain decorative elements of the pottery appear to be unique, while the inclusion of burins in the lithic assemblage represents the first absolutely certain instance of these tool types belonging in a Middle Neolithic tool kit. The roughed-out antler macehead is similarly unique, and beads are notably rare in features of this date.

7.2.3 Overall, pit 1816 is of national significance. The unique association of finds from the pit represent the best type assemblage for the period yet known and warrants further analysis and publication: any subsequent stage of work to mitigate development impacts in this area should include a full programme of post-excavation analysis and publication in respect of pit 1816, comprising description and illustration of the pottery, flint, animal bone and beads; and extraction and identification of charred plant remains, wood charcoal and land snails.

7.2.4 The Wessex Linear ditch system is part of a regionally important interconnected system of Late Bronze Age and Early Iron Age land divisions present across the south Wiltshire area. The presence of three parallel ditches of varying form may suggest the continuation of the boundary once established, with later ditches respecting the alignment of the original; no secure dating evidence was recovered in the excavated sections to test this hypothesis, however.

Previous work carried out by Wessex Archaeology and discussions with the County Archaeologist have concluded that there is no archaeology finds on site which would limit development although a programme of archaeological mitigation will be required along with agreed publication of any findings.

## 2.7 Heritage

Protecting and enhancing the historic environment is an important component of the National Planning Policy Framework's drive to achieve sustainable development (as defined in Paragraphs 5-9). The appropriate conservation of heritage assets forms one of the 'Core Planning Principles' (section 16, para 189) that underpin the planning system: "conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations." This is expanded upon principally in Paragraphs 189-208 but policies giving effect to this objective appear elsewhere in the National Planning Policy Framework. The relevant policy references and guidance related to the Historic Environment can be found in more detail in both the Environment Statement Heritage chapter and the Planning Statement submitted with the Planning Application.

*These proposals have been developed alongside a thorough Conservation Management Plan which has also been subject to an external review. This includes sections on setting, significance and an archaeological desk based assessment and field evaluation. Please see Feilden+Mawson LLP, Conservation Management Plan for Old Sarum Airfield (Rev D19, June 2023).*

*The proposed developments will have an impact on the setting of the conservation area, the flying field and the Old Sarum Scheduled Ancient Monument. We consider the main constituents of the setting of Old Sarum Airfield to be:*

1. Visual setting of the listed hangars and suite of technical buildings - 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

*Setting and views have been explored in detail in the Conservation Management Plan and overall it can be said that the setting of Old Sarum Airfield is one of hierarchical relationships. Although the proposals will have an effect on those elements listed above, they will also help to improve the existing*

*setting by facilitating a new landscape screening the hangars and the Scheduled Monument from current, detrimental buildings and views (such as the modern industrial buildings on the site). The assessment of setting and views was carried out by Feilden+Mawson LLP, it was also agreed with the Inspector at the Public Inquiry in March 2010.*

*These proposals:*

- *Sustain and enhance the significance of the listed buildings at the core of the site.*
- *Sustain the economic viability of the listed buildings by improving the effective use of its accommodation, and making better use of some existing under used spaces, whilst conserving the heritage asset.*

### Engagement Historic England

In 2021 the team began engagement with Historic England, reviewing the main reasons for refusal in 2015 Planning Application and subsequent appeal, focusing on retaining the openness of the airfield when viewed from Old Sarum Scheduled Monument.

Initial discussions explored the key LVIA views in further detail, developing a further understanding of the landscape setting and exploring strategies to scale the development back in Area A from 315 to 160 dwellings. Discussions also included mood boards exploring options for the character of the proposed buildings. Please see appendix 1 for correspondents from Historic England. Several comments are summarised below;

*'The relocated building line is a positive change to the scheme. By drawing this line back, it is likely that a well-designed scheme will significantly reduce the visual impact that the housing development will have on the open aspect of the Old Sarum Conservation Area and the lines of sight from the Old Sarum SAM.'*

*'The curve of the revised built development line also allows the scheme to continue to play a role in screening the existing business park (agreed as a negative feature).'*

*'The retention of the representation of the Roman Road continues to be a positive feature in the scheme and its creation as green space is considered a positive enhancement and heritage gain.'*

*'Finally, the scale and design of the buildings that line the airfield edge of Area A will be key to the success of the scheme. This sensitive edge needs to provide a suitable transition between the residential development and the more functional/aerospace character of the airfield. In particular, some kind of visual connection with the design of Area B would be positive.'*

Following positive feedback in late 2021 the design was developed in more detail exploring the massing and buildings heights of the proposed development

The concept for the airfield edge of Area A was explored in greater detail as requested in initial correspondents.

Further engagement with Historic England was held in early 2023 using 3D tools to explore the massing of Area A with particular attention applied to the Roman Road and the Airfield Edge. Positive feedback was received and the masterplan has been developed to the current planning application.



Initial concept proposal discussed with HE in 2021



Initial concept proposal for massing of buildings discussed with HE in early 2023



Old Sarum Airfield is located within a Conservation Area (see Conservation Management Plan). The proposals seek to make a positive contribution to the operation of the airfield and the designs respond thoughtfully to the elements of significance of the assets, in some cases enhancing them and making a positive contribution to their significance.

Our proposal seeks to be consistent with the Wiltshire Core Strategy and Policies which was adopted by Full Council in January 2015. The following clauses are relevant:

Wiltshire Core Policy 9 (replaced by Core Policy 25)

The Conservation Plan written by Feilden+Mawson submitted to the Public Inquiry into the Salisbury Local Development Plan identified the following key issues:

- Maintaining flying activity on the field
- Mitigating noise nuisance from that activity
- Improving the view of the relationship between the hangars and the flying field
- Improving views of the airfield as a whole, particularly as seen from Old Sarum hill fort
- Improving other parts of the Conservation Area
- Maintaining economic viability of the field so that it will be in beneficial use
- The removal of inappropriate agricultural uses
- Provision of explanation and interpretation of the site and its buildings so that their historic significance will be readily understood by the general public
- Improving equal access to the site for users and the public

Core Policy 9 incorporated all of these points: New development will only be permitted on Old Sarum Airfield if it delivers the following:

- 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;
- A high quality strategic landscape improvement to mitigate impacts of existing intrusive buildings, to soften impacts when viewed both from out of and into the Conservation Area and from Old Sarum Scheduled Ancient Monument;
- The completion of a legal agreement (section

106) to agree reasonable controls over flying activity in the interests of the amenity of local residents;

- 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;
- Retains and safeguards flying activity from the airfield;
- Provides community benefit for the Old Sarum residents.

Targets: Agreement of a management plan for Old Sarum conservation area and enhancements to the area. The retention of flying activity at the airfield with a reasonable degree of control in the interests of local amenity.

Monitoring and Review: Conservation Area Appraisal Delivery Responsibility: Wiltshire Council Policies replaced: None

Wiltshire Core Policy 25

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

- 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
- 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
- The completion of a legal agreement (section 106) to agree reasonable controls over flying activity in the interests of the amenity of local residents
- 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
- Retains and safeguards flying activity from the airfield
- Provides community benefit for the Old Sarum residents.

In accordance with the requirements of Core policy 25 the proposals deliver the following:

- Implementation of the Conservation Area Management Plan contained in the Atkins Conservation Area Assessment 2006.
- 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
- Continued flying activity from the airfield for the foreseeable future.
- Provision of controls over flying activity which would not exist otherwise to mitigate any noise nuisance from flying.
- Control of agricultural activity on the airfield to avoid negative impact on the setting of the hangars and at one remove the scheduled ancient monument.
- Enhancement of the setting of the designated hangars by clearing the clutter between them and the flying field and by maintaining the aircraft movements between the hangars and the flying field which are key to their setting and understanding of their cultural value.
- Repair of hangar 3 which is in poor condition.
- Keeping hangar 3 in use for aircraft storage, its original design use and optimum beneficial use.
- Initiating a training programme for historic aircraft repair and conservation skills.
- Enhancing the setting of the Old Sarum Scheduled Monument (and the Stratford sub Castle Conservation Area) by screening the negative visual impact of the existing industrial buildings at the west end of the industrial estate.
- Providing improved public access to the flying field and the rest of the conservation area through the creation of linked footpaths with specific viewing points to show the relationship between the grass flying field and the listed WWI hangers, of key significance as identified in the revised listing descriptions.
- Working with neighbouring owners to link the footways to a wider system leading to the scheduled monument and other destination sites in the area, making them more attractive to visit on foot.
- Highlighting the line of the Portway across area A which enhances the setting of the Scheduled ancient monument by showing more clearly its relationship with the roman road.
- Setting up a site for an airborne forces commemorative centre.
- Continuing a programme of flying displays with

an emphasis on historic aircraft which benefit from the use of a grass flying field.

- Establishing flying links with other fields which host historic aircraft.

The principal residual effect relates to the provision of new housing in Salisbury City itself. The City and City Centre in particular do not have sufficient land to provide for the identified housing need. As a result the Local Plan places new housing development at Old Sarum among other sites. Building housing here is seen as current best practice and relieves the city of the adverse impact of excessive new housing within its historic environment. This is a major beneficial impact in the long term.

The Site lies within a designated Conservation Area. English Heritage advice is that development in a Conservation Area should follow from site allocation in the Local Development Plan. The three areas proposed for development have been identified and allocated firstly in Core Policy 9 and subsequently in Core Policy 25 of the Wiltshire Local Development Framework, following Public Inquiries in 2008 and 2010. The core policy calls for specific outcomes to be provided by any development and these proposals deliver those outcomes.

Overall, the Proposed Development would have a Moderate Beneficial impact on above ground cultural heritage, through securing long term beneficial use for designated buildings, maintaining flying activity for the foreseeable future but with a control mechanism to manage any noise nuisance, instigating a proactive management plan for the conservation area which has the support of owners and users, expanding the existing programme of provision of museum and cultural facilities, screening the negative impact of existing industrial buildings on the setting of the Schedule Monument and its supporting conservation area, and initiating a programme of training in aircraft restoration work. These positive impacts more than outweigh the minor adverse loss of areas of the grass airfield, which in general have not been used for take-off and landing anyway and any uncertainty about the effect on the setting of the Scheduled Monument. Without this uncertainty and the minor adverse effects the overall impact would be assessed as major beneficial.

## 2.8 Landscape and Ecology

### Trees

Due to the use of the site as an airfield most of the existing trees are on and around the site boundary, including an avenue along Lancaster Road to the rear of the historic hangars.

An arboricultural survey has been carried out to check the condition of existing trees with recommendations for their future and this information has been fed into the design proposals. Please see report on Findings of Arboricultural Baseline Assessment for further detail.

### Ecology

A Preliminary Ecological Appraisal indicates a (Site to Local) ecological value because the site comprises largely of common and widespread habitats which are likely to be common in the local area and large parts of the site, including grassland for aviation and arable agricultural uses, are subject to intensive management and 'improvement'. Nevertheless, the boundary hedgerows, scrub, rubble/hardstanding, tall ruderal and grassland provide green/wildlife corridors on site, and linkages in the local area. Habitats on site provide suitable opportunities for great crested newt, breeding birds, badger, bats, hazel dormouse, and reptiles.

Studies undertaken in 2007 indicate low numbers of common species of bat foraging and commuting on site, with activity mainly concentrated along the southern site boundary. No reptiles were recorded on site. Update surveys were undertaken in September 2013, including an update Phase 1 habitat survey and Bat Habitat Suitability Assessment. No evidence of bat use of the building was recorded during daytime or evening surveys.

Further surveys for the following species were recommended in the Preliminary Ecological Appraisal (updated 2022), some of which are complete and others ongoing:

- Great crested newt: not present
- Breeding birds: Local-District Importance (provisional)
- Barn owl: Local Importance

- Badger: Negligible Importance
- Brown hare: Local Importance
- Roosting bats (buildings): Local Importance (provisional)
- Foraging and commuting bats: Negligible Importance
- Hazel dormouse: Local-District Importance (provisional)
- Reptiles: Negligible Importance

The findings above and discussions with ecologists have revealed an opportunity for the improvement of ecological value linked to the development.

## 2.9 Landscape + Visual Context

The majority of significant landscape infrastructure is located around the perimeter of the site. Where possible this be retained and enhanced.

A Landscape and Visual Impact Assessment was undertaken in 2007 and 2015. It has been repeated again in 2023 due to recent development. The proposed masterplan follows the principles established in the LVIA assessment.

These views and context have been instrumental in the development of the masterplan proposals and testing of its impact on the wider landscape. The results of this are contained within the ES.

Key elements are:

The southern section of the site is well contained by existing development and the rising topography to the north.

Land to the north of the site is sensitive to views along the Portway of Old Sarum Hill Fort and views back to Old Sarum Airfield from the Hill Fort and its ramparts.

## 2.10 Utilities

A utilities assessment has been undertaken to assess existing and proposed development apparatus in the area and establish any potential constraints to development.

Asset plans identifying the location of existing utility infrastructure have been obtained from the

relevant utility providers. Existing utility infrastructure has been identified within the site and the surrounding area. It is anticipated that this existing apparatus does not pose a significant constraint to the development, with the apparatus diverted or accommodated as part of the development proposals. All utilities are available for the proposed development. It is anticipated that the development will make best use of the existing infrastructure located within close proximity of the site, with new supplies and connections taken from the existing local networks.

## 2.11 Noise and Vibration

A noise and vibrations assessment has been produced to assess impact from existing sources on the proposed development. The assessment has taken into consideration the noise from the nearby industrial estate, aircraft noise, road traffic noise and vibrations from the Equinox engineering works.

The noise and vibrations from all these elements provide a constraint to development but mitigation measures can be incorporated into the design proposal to overcome any issues. Please see effects of Noise and Vibration Report for further detail. Mitigation measures will be addressed in the design section.

## 2.12 Ground Conditions and Contamination

A Phase 1 and Phase 2 site investigation report has been undertaken to assess the geological strata. The assessment found ground conditions provided no considerable constraint to development. All issues identified can be incorporated into the detailed design proposals. Soils samples were tested further for contaminants and indicated no constraints to development. Please see Phase 1 and Phase 2 Site Investigation Report for further detail.

## 2.13 Planning Policy + History

In 2015 Old Sarum Airfield Ltd submitted an Outline Planning Application for improved flying facilities (visitor centre, cafe, aviation facilities etc), refurbishment of Listed hangars and residential development as part of a holistic masterplan to safeguard the future of the airfield.

The Planning Application in 2015 and the appeal in 2018/19 were refused. The reason for refusal primarily related to the impact Area A had on the openness of the Airfield when viewed from Old Sarum Scheduled Monument.

This new application seeks to address the concerns raised through the previous appeal and an extensive amount of work has been undertaken to refine this proposal.

The application site is identified under Policy CP25 of the Core Strategy which identifies three potential development areas around the airfield. The supporting text to this policy states that the strategy for development will be to allow sympathetic new development on the airfield perimeter, including high quality use, where it can be fully demonstrated that it will deliver the outcomes identified in the policy.

In accordance with the requirements of Wiltshire Core Strategy Core Policy 25 part i, the proposals would deliver a comprehensive strategy that would enhance the Conservation Area and furthermore would secure the implementation of the strategy in the long term.

The application proposals will safeguard flying activity at Old Sarum Airfield on a sustainable basis and secure major investment in new aviation facilities to reinforce Old Sarum Airfield's status as a functioning heritage aviation asset and visitor attraction.

Wiltshire Core Strategy 2026 was adopted in January 2015.

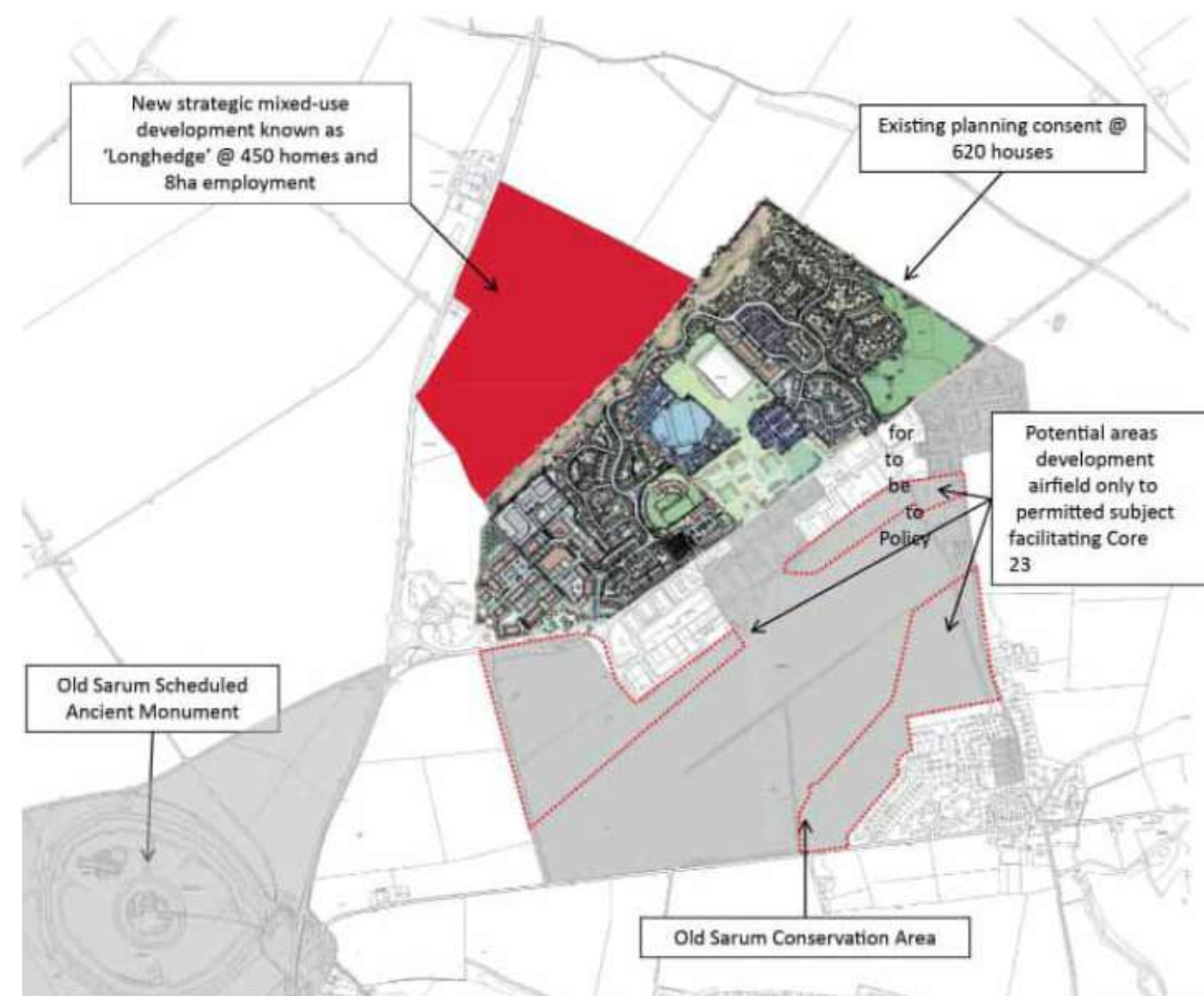
The key policy of the Wiltshire Core Strategy with respect to Old Sarum Airfield is Core Policy 25, which is set out as follows:

Core Policy 25- Old Sarum Airfield

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

- 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.
- 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.
- The completion of a legal agreement (section 106) to agree reasonable controls over flying activity in the interests of the amenity of local residents.
- 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.
- Retains and safeguards flying activity from the airfield.
- Provides community benefit for the Old Sarum residents.

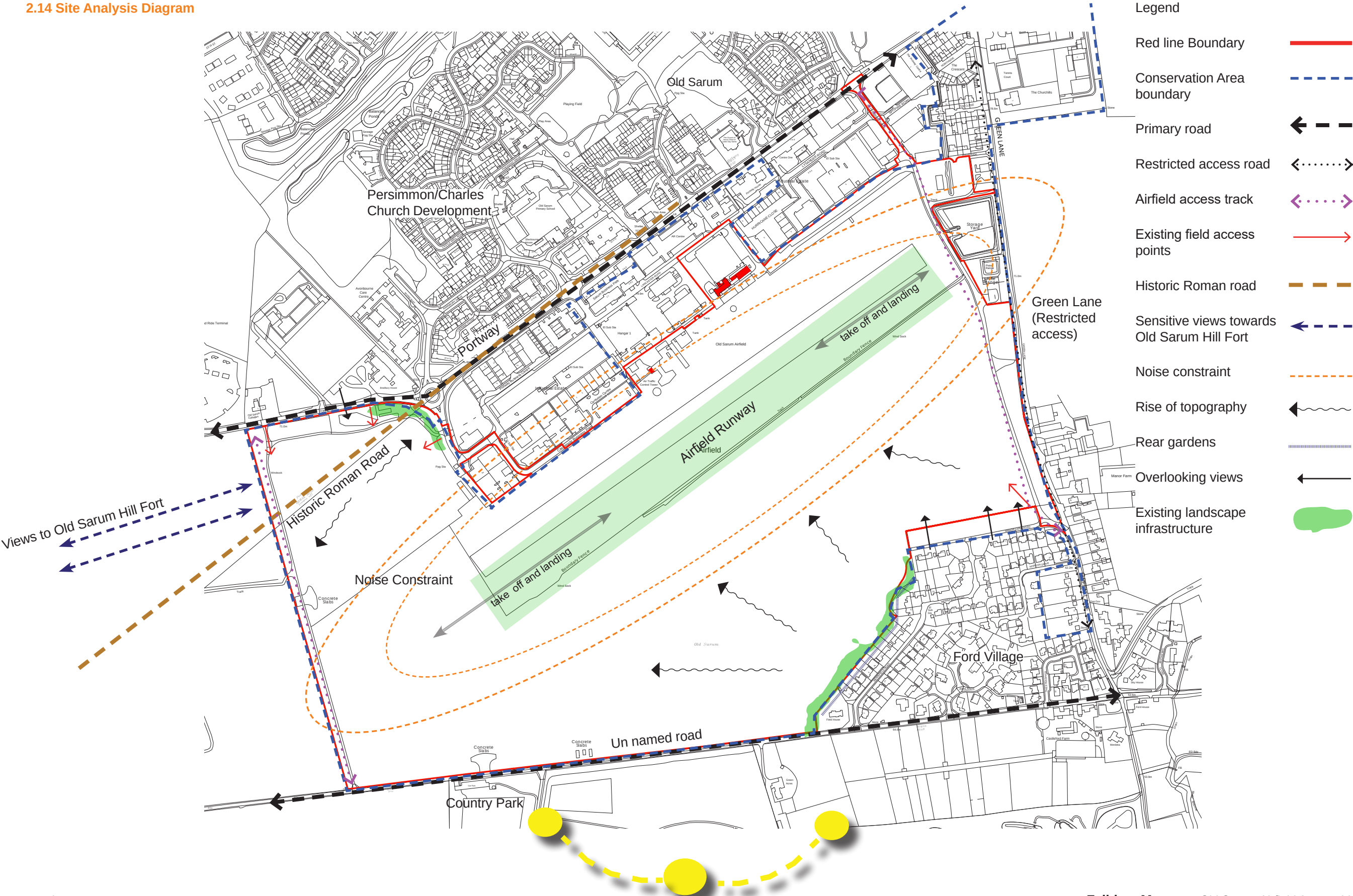
For further detail on relevant National Planning Policies, and Housing Planning Policy please see the Planning Statement.



Wiltshire Core Strategy 2026- core policy figure 5.16

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2.14 Site Analysis Diagram



3.0 Involvement

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### 3.1 Consultation Summary

#### Previous Application:

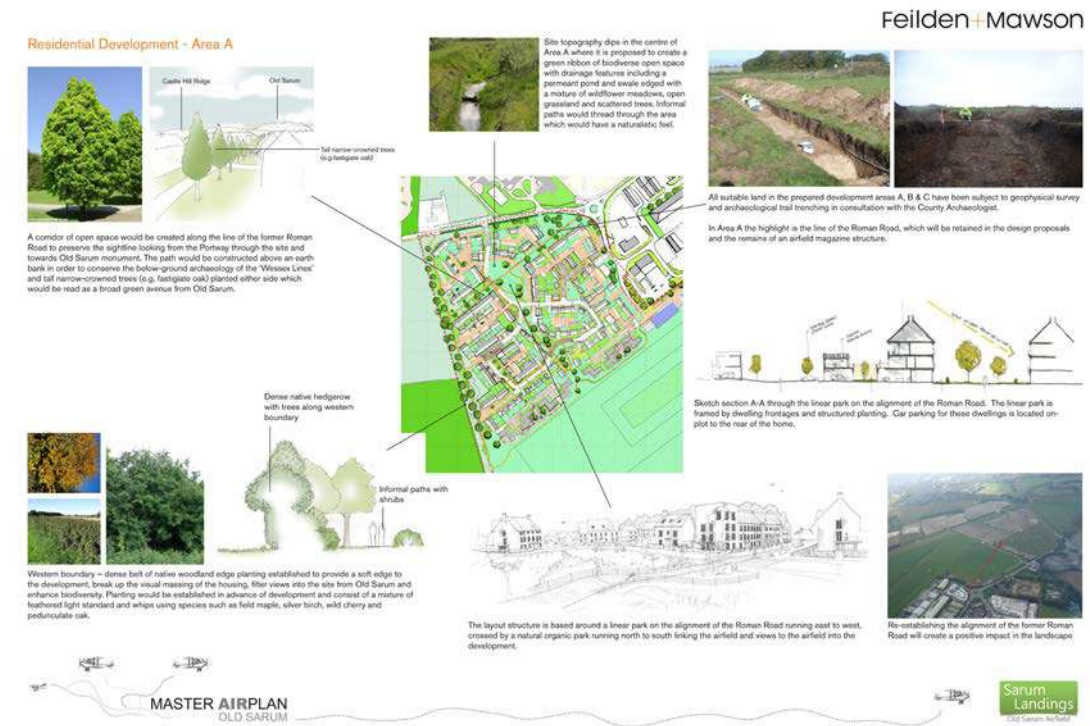
Since 2007, a number of consultations have been carried out in relation to development at Old Sarum Airfield.

As part of the previous planning application, there were multiple consultations with the public as explained below including an Enquiry by Design in September 2013, a public display previewed at the SOPARA Airshow in May 2014 and a one day public exhibition in December 2014.

Please exhibition boards from the public consultation events in 2014.

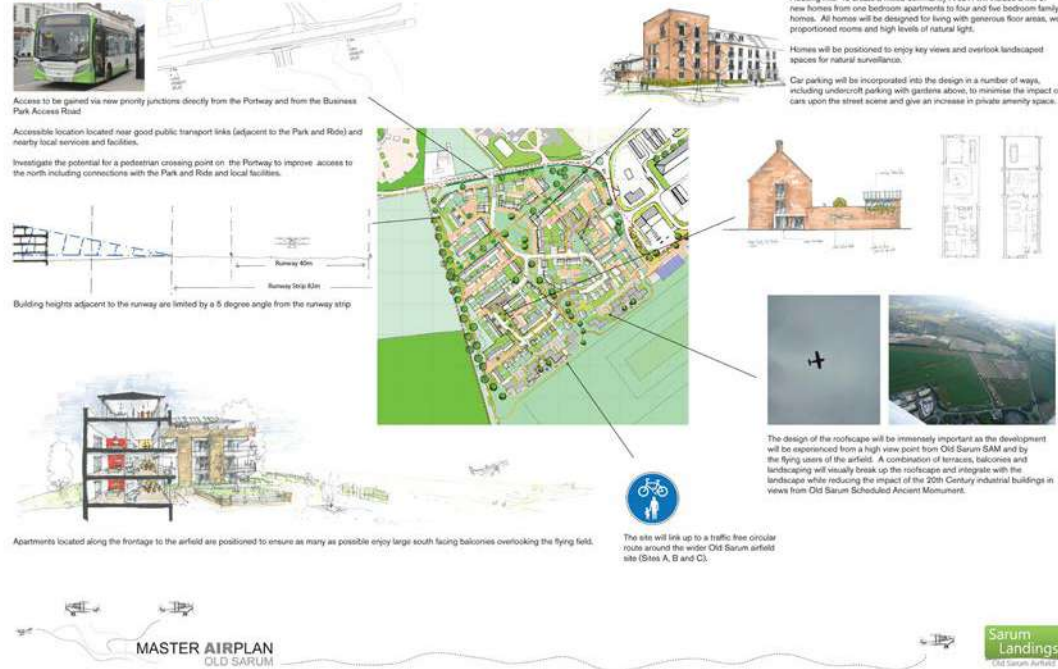


Board 2 - Proposed Masterplan



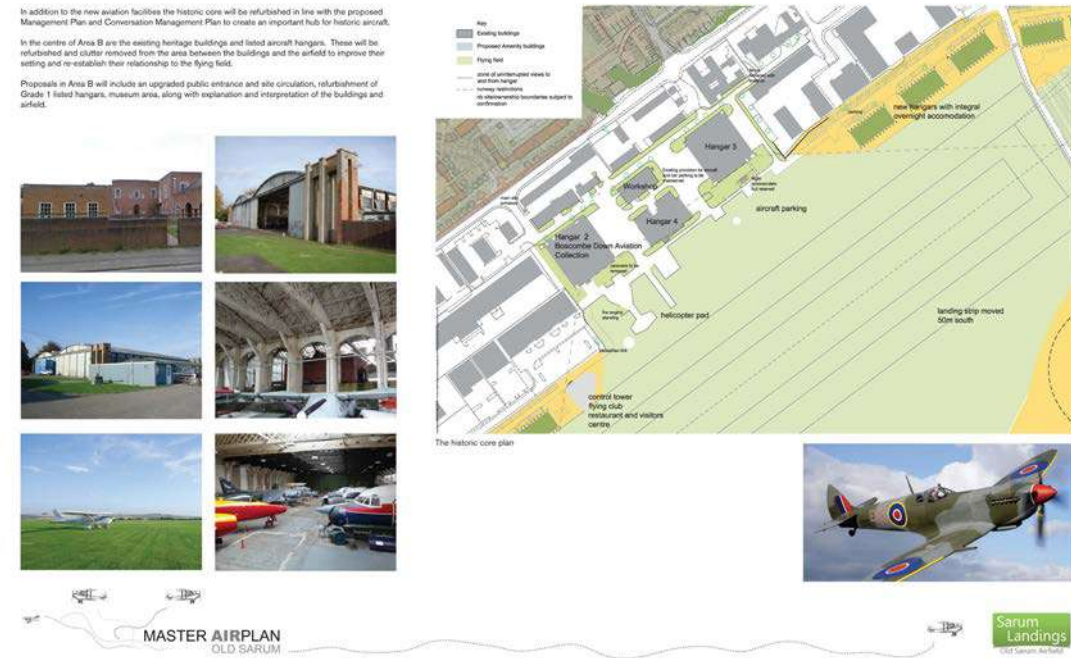
Board 3 - Area A

Residential Development - Area A



Board 4 - Area A

Aviation Facilities - Area B



Board 6 - Area B core heritage

Aviation Facilities - Area B



Board 5 - Area B new facilities

Board 3 - design strategy, concept for Area A

Residential Development - Area C



Board 7 - Area C

### 3.2 Public Consultation

As part of the new application, a Public Consultation event was held on the 22<sup>nd</sup> March 2023. The consultation event was held at Old Sarum Airfield between the hours of 2pm & 8pm and was attended by the Design Team to answer any questions from the public.

A further Public Consultation event was held on the 21<sup>st</sup> of April 2023 to provide an additional opportunity for the Public Consultation to be viewed.

Please see below the boards presented at the Public Consultation event.

#### Welcome

Thank you for attending our community consultation event.

Old Sarum Airfield Ltd is currently formulating proposals for a strategic masterplan at Old Sarum Airfield which will ensure the long term viability of the airfield to protect the aviation heritage for the future.

We invite you to view the following information which sets out our development proposals on how the Airfield can be restored and regenerated for the future.

The evolving masterplan for Sarum Landings is a holistic approach to enhance Old Sarum Airfield with the purpose of creating a long term sustainable future in line with Core Policy 25.

The vision for a sustainable future includes:

- Safeguarding of an heritage asset for future generations to enjoy
- Sustainable long term future for the airfield
- Creating a destination for flying enthusiasts
- An active airfield community engaging with local residents
- Offering existing residents community benefits
- Control over aviation noise for existing and new residents

To achieve these aims Old Sarum Airfield Ltd has employed the following consultant team to develop the proposals and prepare a new Outline Planning Application.

#### The Consultant Team

##### Feilden + Mawson

Feilden + Mawson LLP  
Architect + Historic Consultant

Feilden+Mawson was founded in 1958 and our offices in London, Cambridge, Norwich and Prague have established reputations for delivering buildings designed with skill and appropriate innovation. Our schemes arise from close client collaboration and sophisticated responses to contexts and functions.



Urban Edge Environmental Consulting is a specialist ecological and environmental planning practice operating across the UK. Our focus is on the intersections between environment and development. We have operational experience across all sectors, including environmental planning, ecological surveys and impact assessment, including EIA.

##### edp

edp  
Landscape Architect+Visual Impact Assessment

The Environmental Dimension Partnership is a leading specialist environmental planning and design consultancy providing a range of services across the UK within the fields of landscape planning, landscape design, masterplanning, ecology, architecture and archaeological/landscape heritage.



Jubb  
Civil Engineer + Transport Planner

Jubb is a multi-disciplinary team of engineers and planning design experts from across the UK with an quality culture, climate, sustainability and indoor air quality, including technical support for local authorities and professional services to a diverse range of industries.

##### Turley

Turley  
Planning Consultant

Turley a full service national planning and development consultancy. Our Planning expertise is complemented by Design, Development Viability, Economics, EIA, Expert Witness, Heritage and Townscape, Landscape and VLM, Strategic Communications and Sustainability services. Our teams are experts in their fields, they shape better places and achieve success for our clients.



Air Pollution Services  
Air Quality

Air Pollution Services is a specialist environmental consultancy helping clients from across the UK with air quality issues, climate, sustainability and indoor air quality, including technical support for local authorities and professional services to a diverse range of industries.



DPDS  
EIA/ES Statement

DPDS Consulting Group is a leading independent professional practice offering an in-depth understanding of sustainable development and experience in a comprehensive range of services to the development industry, including planning policy and development control, Environmental Impact Assessment, socio-economic assessment, visual and employment land studies, sustainability consultation and planning obligation auditing/monitoring.



Bickelkirk Allen Partners  
Acoustic Consultant

Bickelkirk Allen Partners LLP is an independent consultancy and a founder member of the Association of Acoustic Consultants with over 40 years' experience. The planning and noise work from the acoustic team encompasses aviation noise (air noise and ground noise), road traffic, rail traffic, construction and demolition, industrial and entertainment noise.

##### CREATRIX PR

CREATRIX PR  
Stakeholder Engagement Consultant

CREATRIX are specialists in community and stakeholder engagement, assisting businesses to communicate their proposals to multiple audiences for 25 years.



Water Environment  
Nutrient/Neutrality Consultant

Water Environment Ltd (WEL) are specialists in engineering, hydrology and water a range of highly specialist engineers. Water Environment has considerable experience with the issue of Nutrient Neutrality, and we have worked on nutrient neutrality extensively in dozens of affected areas across England, including Wiltshire. Water Environment are currently working alongside Kent County Council and Local Planning Authorities to develop a nutrient-neutrality mitigation strategy for the River Stour and Stoddards in Kent.

#### Feilden+Mawson



#### Previous Proposal + History

**Previous Outline Planning Application (2015)**  
In 2015 Old Sarum Airfield Ltd submitted an Outline Planning Application for improved flying facilities (visitor centre, cafe, aviation facilities etc), refurbishment of Listed hangars and residential development as part of a holistic masterplan to safeguard the future of the airfield.

The Planning Application in 2015 and the appeal in 2018/19 were refused. The reason for refusal related to the impact of the development on heritage with the Inspector commenting on the scale and design of Area A and the impact on the openness of the Airfield when viewed from Old Sarum Scheduled Monument.

The team have been engaging with Historic England who have indicated that they would not object to the revised proposals.

**Planning Policy Context**  
The Wiltshire Core Strategy 2026, was adopted in January 2015 and contains Core Policy 25 'Old Sarum Airfield'. This sets out planning policies controlling development until 2026.

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

- A long-term proactive strategy for the enhancement of the Conservation Area including management plan, public access and visitor/interpretative material on its historic relevance.
- 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 Monument.
- The completion of a legal agreement (section 106) to agree reasonable controls over flying activity in the interests of the amenity of local residents.
- 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.
- Retains and safeguards flying activity from the airfield
- Provides community benefit for the Old Sarum residents.

Our new proposals have been designed with these principles in mind. The Laverstock and Ford Communities Neighbourhood Plan 2021-2036 was 'made' in October 2022 and now forms part of the Development Plan for Wiltshire.



#### Proposed Masterplan

The proposals at Old Sarum will include an Environmental Impact Assessment. This will be in the Environmental Statement (with Technical Appendices) which accompanies the planning application. This ensures full consideration of environmental impacts including:

- Climate change and mitigation measures
- Building design/specification
- Biodiversity Net Gain
- Phosphates/Nutrient management
- Aircraft noise

The revised proposals deliver the objectives of Core Policy 25 and have been designed to respect the historic environment.

The proposed masterplan reduces the overall number of dwellings from 480 to 315. The majority of the amendments are located in Area A, these changes have reduced the area of development and moved the proposed dwellings further away from the airfield to retain its open character.

Area A now has 160 dwellings compared to 320 in the last planning application.

Minor changes in Area C have reduced the number of dwellings from 160 to 155.



Indicative View 2 - Aerial view of Area A from the south



Indicative View 3 - Hanger improved apartment building



#### Feilden+Mawson



Illustrative Masterplan previously submitted in the 2015 Outline Planning Application, areas in blue no longer proposed for development



LVA View 3 submitted in 2015 Outline Planning Application with missing of Area A indicated in background, areas in blue no longer proposed for development

#### Feilden+Mawson



Indicative View 3 - Aerial view of Area A illustrating alignment of open space to follow the Roman Road



Indicative View 4 - View from Roman Road and new open space with Old Sarum Scheduled Monument in the distance



Indicative View 5 - View identifying the alignment of the former Roman Road crossing Area A



Current concept masterplan proposal, masterplan amended to reduce development area and maintain the openness of the airfield



### 3.3 Opportunities and Constraints

The opportunities and constraints set out in the diagram opposite and the bullet points below in accordance with 2.2.5 for the DDG. This should be considered alongside the vision of retaining Old Sarum Airfield as an active and vibrant airfield for the future.

#### Opportunities

- Retain an active airfield
- Improvement of the setting of the unique set of technical building with the removal of clutter and repair work to WWI Hangar
- Development on the perimeter of the airfield
- Re-establish the alignment of the Roman Road by extending the alignment of Portway
- Potential screening of industrial buildings in the view from Old Sarum SM - mitigating impacts of intrusive buildings
- Mitigate impact of Industrial buildings within the Conservation Area
- Undulating landscape does not impact view from or to Salisbury Cathedral
- Create visitor / interpretive material on the airfields historic relevance
- Create a destination flying hub
- Retain historic airfield for future generations
- Create new community facilities
- Promote recreational activities around the airfield
- Create links to wider facilities such as the proposed country park to the south
- Ability to deliver a high proportion of homes within 5 years to meet housing need

#### Constraints

- Visible from Old Sarum Scheduled Ancient Monument (OS SM), retain openness of airfield from monument
- Noise and vibrations from nearby industrial buildings
- Relationship between homes and flying activity needs careful consideration
- Undulating topography outside the airfield flying strip. This gives constraints to design but creates opportunities for reducing impact of development
- Conservation area
- Listed buildings
- Underground archaeology
- Surrounding new developments - residential and employment. Like topography this can be seen as an opportunity as well as a constraint.
- Proposals need to create a financially viable development

Many of these items outlined can be seen as both opportunities and constraints. In line with Wiltshire Core Strategy Policy 25 our approach is to mitigate the impacts of development where possible and turn these into positive outcomes through a high quality design approach.

With this approach there is potential to create improvement for visitors to Old Sarum Scheduled Ancient Monument and Old Sarum Airfield.

The visitor experience of Old Sarum SM can be improved by:

- Extending the alignment of Portway and re-establishing the Roman Road in the landscape. At present when viewed from the SM the road leading to Ford is clearly established. However,

the Portway alignment is visually lost. This is a great opportunity to regain the reading of the historic landscape, with all roads converging on Old Sarum Monument.

- Industrial buildings on the west edge of the airfield are dominant in the view from the SM. With new development and landscaping these can be shielded and blended reducing their visual impact.

The visitor experience of Old Sarum Airfield can be improved through:

- Restoration of existing listed buildings
- Restoring the relationship between the existing listed hangars and the flying strip
- Creating new facilities to create a dynamic hub
- New signage and informative displays

Creating a dynamic and viable hub is important to maintain Old Sarum Airfield for the future and will attract more visitors to experience and enjoy the historic airfield. The key is to create a proposal which is viable for the future.

Research into comparable airfields has been carried out to inform the Conservation Management Plan, the findings can be seen in the table below.

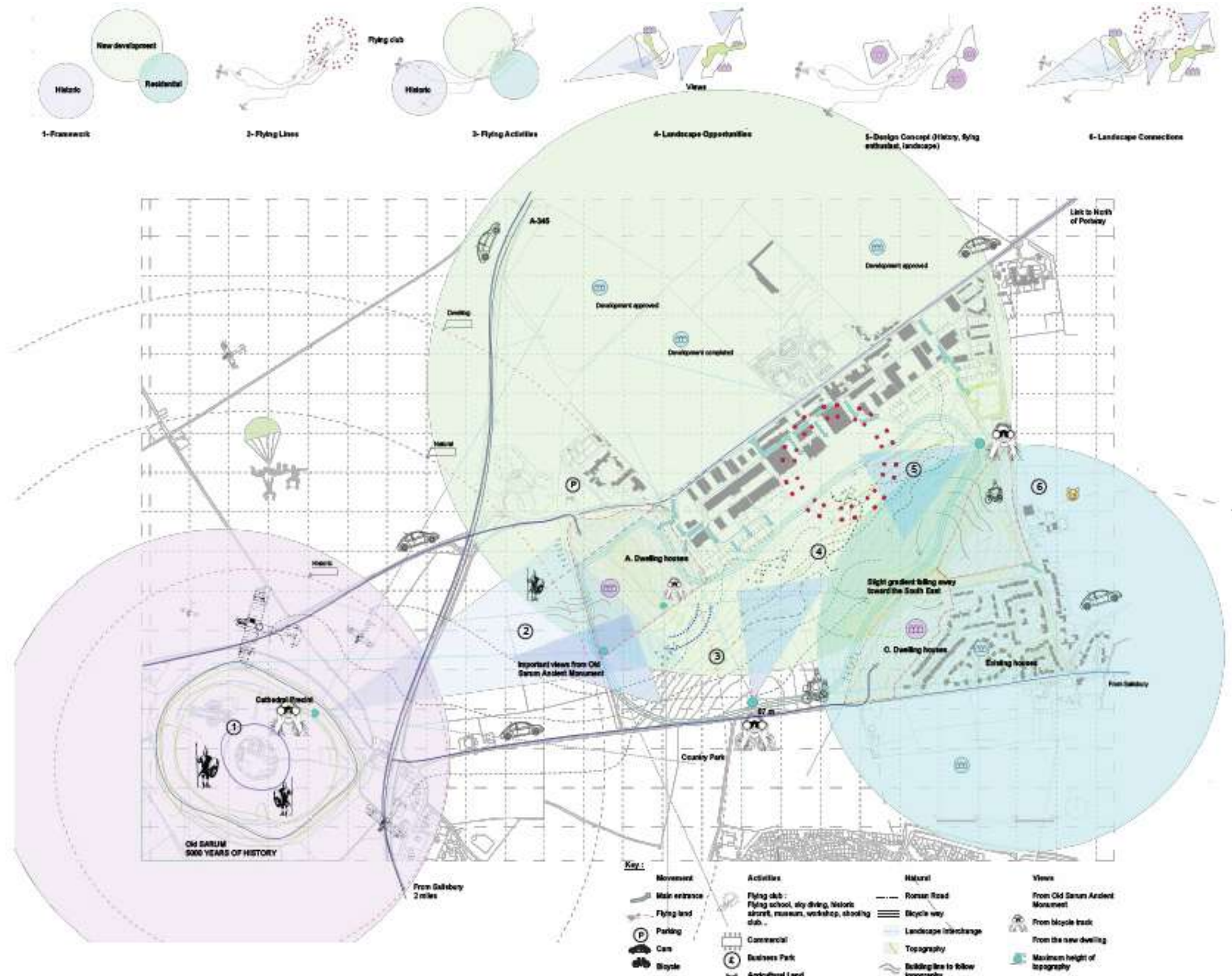
It is important to note that both Hornchurch and Bicester, the other grass flying strips, no longer have flying activity. Many other conservation airfields such as Yatesbury, Upper Heyford and Coltishall have been closed for flying and are being redeveloped for housing.

By creating a community at Old Sarum it offers an exciting and very important possibility to retain a heritage flying field with flying activity continuing into the future.

A location where this has been successfully achieved is TAG Farnborough Airport. Although at a much larger scale than Old Sarum both in physical size and use, the process which has ensured its survival following closure by the MOD is similar to that proposed at Old Sarum Airfield. Land on the periphery of the airfield has been utilised for new development and to create aviation facilities to attract users and function as an airport. This has ensured survival of flying at Farnborough along with key heritage buildings and their relationship to flying activity maintained.

| Airfield sites in conservation areas | Grass flying field? | Still flying?       | Housing on all or parts of site? |
|--------------------------------------|---------------------|---------------------|----------------------------------|
| Hornchurch                           | Y                   | N                   | Y                                |
| Hullavington                         | N                   | Y                   | N                                |
| Biggin Hill                          | N                   | Y                   | N                                |
| Yatesbury                            | N                   | N                   | Y                                |
| Daedalus                             | N                   | Pending development | Pending development              |
| Old Sarum                            | Y                   | Y                   |                                  |
| Bicester                             | Y                   | N                   | Y                                |
| Kenley                               | N                   | Y                   | Y                                |
| Upper Heyford                        | N                   | N                   | Y                                |
| Duxford                              | N                   | Y                   | N                                |
| Stow Maries                          | Being restored      | Y                   | N                                |
| Coltishall                           | N                   | N                   | Y                                |

## Opportunities and Constraints Diagram





*View 1 from Old Sarum SM. The view and alignment of the Roman Road along the Portway has been lost.*



*View 2 from Old Sarum SM. The view and alignment of the Roman Road (road to Ford) is clearly visible in the landscape.*



Aerial view showing alignment of Roman Roads leading to Old Sarum Scheduled Monument

09/2014

### 3.4 Previous Planning Application 2015

In 2015 Old Sarum Airfield Ltd submitted an Outline Planning Application for improved flying facilities (visitor centre, cafe, aviation facilities etc), refurbishment of Listed hangars and residential development as part of a holistic masterplan to safeguard the future of the airfield.

The Planning Application in 2015 and the appeal in 2018/19 were refused ref APP/Y3940/W/17/3190561. The reason for refusal related to the impact of the development on heritage with the inspector commenting on the scale and design of Area A and the impact on the openness of the Airfield when viewed from Old Sarum Scheduled Monument. In respect of Area A specifically, the Inspector advised:

*"[Area A] is within the setting of the listed hangars particularly when viewed from across the Airfield from the east, from parts of Ford Road and from Old Sarum SAM itself. In respect of the Conservation Area, Area A, in general, is seen in the context of the Airfield, being part of its grassland extremities and its open character."*

Nonetheless, the Inspector's Appeal Decision is clear that development within Area A could still be appropriate. *"screening off the industrial sheds of the business park, the design and quality of the development would need to give due regard to the setting of the SM and create a development which takes the aviation heritage of the Airfield and combines it with the enhancement of the SAM through the physical acknowledgement of the Roman route through the site."*

*"A successful development of Area A needs to create its own sense of place taking into account the sensitivity of its location where its relationship with various heritage assets is of paramount importance."*

Nonetheless, the Inspector's Appeal Decision is clear that development within Area A could still be appropriate, even in the context of the inevitable change that would occur within the conservation area and the setting of surrounding heritage assets.

The revised proposals are set out in this document, which illustrates how the designs have been revised to address the identified concerns of the Inspector.



Illustrative Masterplan previously submitted in the 2015 Outline Planning Application, areas in blue no longer proposed for development



LVIA View 3 submitted in 2015 Outline Planning Application with massing of Area A indicated in foreground, areas in blue no longer proposed for development

The proposed masterplan reduces the overall number of dwellings from 480 to 315. The majority of the amendments are located in Area A, these changes have reduced the area of development and moved the proposed dwellings further away from the airfield to retain its open character.

Area A now has 160 dwellings compared to 320 in the last planning application. Minor changes in Area C have reduced the number of dwellings from 160 to 155.

In addition to the masterplan changes the proposed application provides significantly more detail in Area A to explain the design rational and address the comments in the 2018/19 appeal decision “create a development which takes the aviation heritage of the Airfield and combines it with the enhancement of the SAM through the physical acknowledgement of the Roman route through the site” and “A successful development of Area A needs to create its own sense of place taking into account the sensitivity of its location where its relationship with various heritage assets is of paramount importance” as commented by the inspector.

The Planning Appeal however did highlight some of the benefits of the scheme which are listed below

#### Area B

*‘The plans and design concepts are accepted as being for illustrative purposes only, but they do present an exciting and innovative glimpse at what could be achieved at Old Sarum revitalising the flying field and paying respectful homage to its past, whilst embracing its future firmly based in a continuation of flying from the Airfield.’*

*‘The buildings would also serve to physically frame views of the listed hangars as a centrally located aviation focus, creating a clear statement of the aviation purpose of Old Sarum, something which is currently lacking as described above....’*

*‘....would successfully screen this unsympathetic development from view creating a much improved and wholly appropriate context for the hangars.’*

*‘The development of Area B in the way indicated in Inquiry Document 36 would significantly enhance the hangars’ setting as well as their historic interest creating a modern expression of the original wartime flying hub.’*

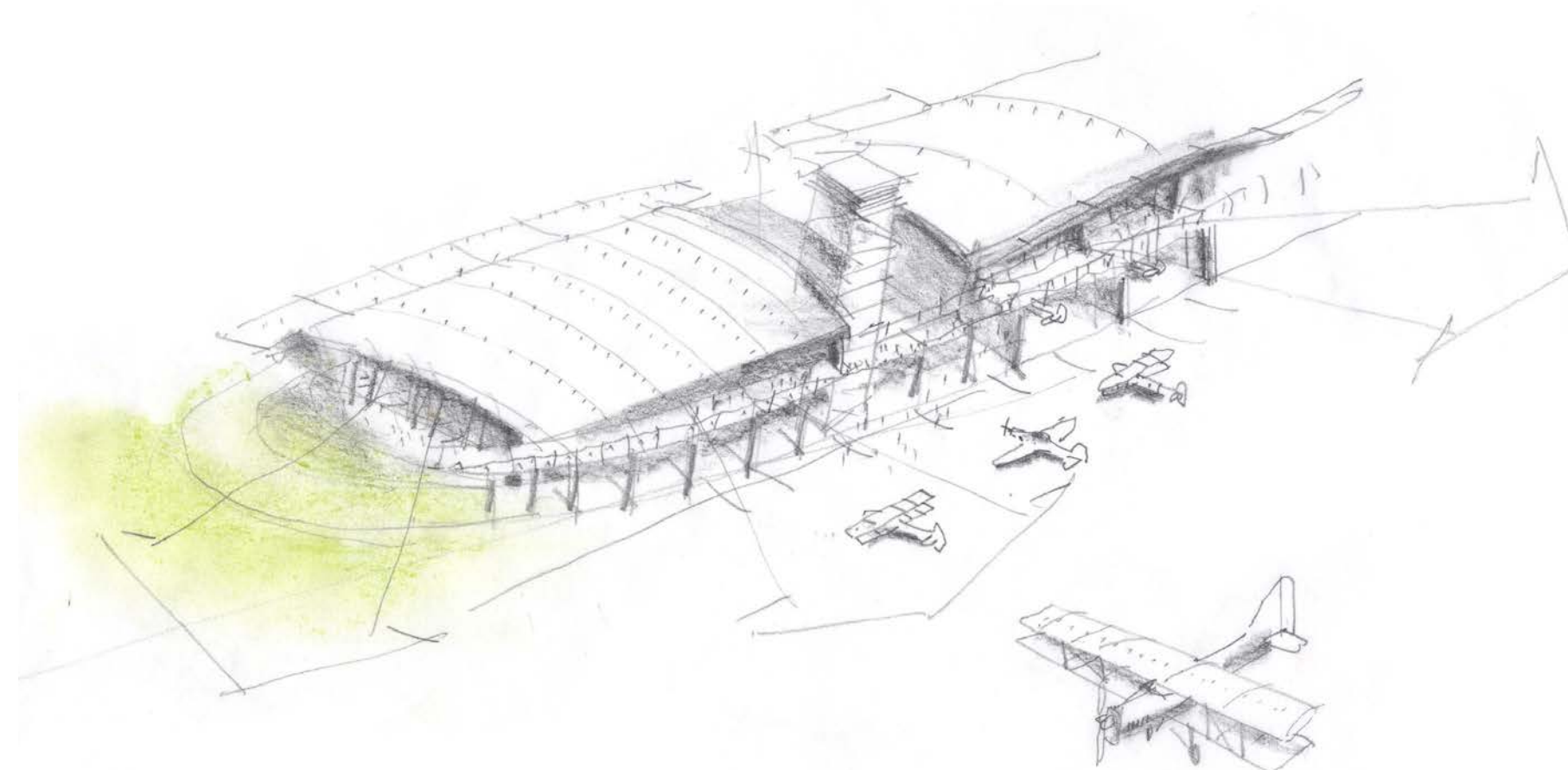
#### Area C

*‘This area, which in the main corresponds with that identified as a potential development area under the terms of CS Core Policy 25, does form part of the wider functioning Airfield, but in operational terms, due to its challenging topographical nature is unsuitable for flying activities due to its sloping nature being on the far side of a low ridge sloping down towards the village.’*

*The ridge and downward slope would, in my judgement, serve to conceal any new development in Area C from views from across the Airfield or from Old Sarum SAM. The landscape strategy is to plant up the ridge with trees to create a firm visual edge to the operational Airfield.*

The revised proposals deliver the objectives of Core Policy 25 and have been designed to respect the historic environment.

*‘.....new homes in Area C would be viewed in the context of Ford village and in adopting a sympathetic design and layout, reflecting the character of this rural settlement, a strong relationship in character and appearance terms could be established.’*



Original concept proposal for flying hub in Area B

4.0 Design Concept

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#### 4.1 Developing Proposals

Site analysis, technical reports, site surveys, evaluation of the opportunities and constraints including the developing Conservation Management Plan and feedback from consultation have been instrumental in forming the proposed masterplan.

The proposals as developed are consistent with the early masterplan contained within the Conservation Management Plan but have been developed to show how this can be delivered in a practical way responding to the sites constraints and Core Policy 25.

Key elements clearly taken forward include:

- Development in three key areas
- Two areas of high quality residential development
- Development of new flying hub remote from the “heritage Heart” of the unique set of technical buildings
- Re-establishment of the relationship between the historic hangars and technical buildings and the flying strip and activity
- Enhancement of existing views



Original development framework plan (development now reduced in Area A)

## 4.2 Structure Diagrams

Although three key areas are proposed for development it is essential the masterplan is developed as an overall cohesive approach to the site.

The following series of diagrams shows how individual elements work together to build this cohesive masterplan.



1- Primary Routes



2- Secondary routes



3- Proposed planting



5- Airfield



4- Proposed open space and recreation routes



6- Proposed building

### 4.3 Concept Masterplan

The masterplan has been developed to use the areas around the periphery of the flying field for development. The areas proposed are not currently used for airfield activities and are not required for the functioning of the airfield in the future.

At the centre of the development the flying field is retained as a grass flying strip in its current form. The flying field is licenced by the Civil Aviation Authority (CAA).

Two of the areas proposed are for residential development (Area A and C) and one area of new development to support the aviation offering either side of the heritage heart (Area B). The heritage heart is formed from a central area consisting of the listed hangars.

A key principle forming a fundamental part of the design ethos is for all elements to respond to the historic and existing use of the airfield creating a positive relationship.

During the start of the design process, developing the masterplan to create a 'community' was carefully considered. This is at the heart of the proposals with the aim to create a vibrant and mixed community of people who are interested in aviation and aviation history.

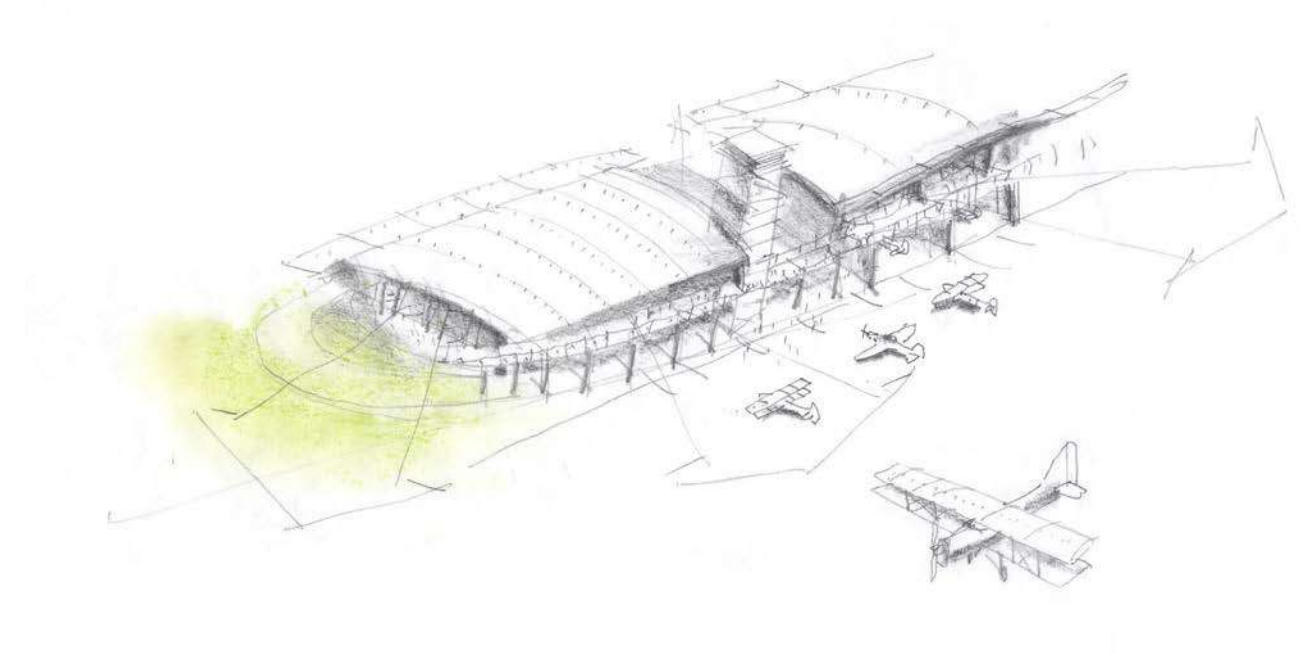
The unique blend of history, aviation use, relationship to the Old Sarum Hill Fort and context has led to proposals to create a unique and identifiable development carefully designed in direct response to its physical, historic and social contexts *in accordance with 6.8 of the DDG..*

Each area of residential development creates a direct relationship to the airfield and this is an extremely important feature of the design.

Apartments fronting the airfield are proposed in Area A. This is south facing and apartments will be able to enjoy large south facing balconies overlooking the airfield creating a positive relationship. These apartments and spaces will attract residents who want to live at Old Sarum because they are interested in aviation and aviation history. During the year they can sit out on their own private spaces and enjoy the activities on the airfield.

The boundary between Area C and the airfield is slightly different as this is primarily north facing and is adjacent to Ford Village which is more suitable for family homes. Housing frontages will face the airfield with public green space in front. As well as enjoying the airfield aspect this will allow the dwellings to enjoy private south facing gardens.

Providing homes which have a direct link to the airfield encourages residents to have an invested interest in the future of the airfield and its activities, and creates a unified vibrant community.



Concept sketch of aviation buildings



Concept image of hangar inspired apartment buildings



Holistic Strategic Masterplan

#### 4.4 Use and Amount

The proposed masterplan will include the refurbishment of Grade II\* listed hangars, new restaurant, seminar and training room, museum wall, parachute centre, fast food cafe, control tower and up to a total of 315 dwellings.

##### Housing

The accommodation mix proposes a wide range of choices for purchasers with a range of dwellings from 1 bedroom to 6 bedroom. The proposed mix of dwellings is;

| Type       | Percentage (%) |
|------------|----------------|
| 1 bedroom  | 6              |
| 2 bedroom  | 26             |
| 3 bedroom  | 36             |
| 4+ bedroom | 32             |



#### 4.5 Development Areas

The approach to developing the site is based on using land to the periphery of the site as seen at places such as Farnborough in order to retain a historic airfield and runway in use.

Those areas around the periphery with potential for development have been considered through extensive site analysis including technical reports and the planning process.

The areas proposed in this application are consistent with that in the Wiltshire Core Policy and is consistent with the information supplied to the Planning Inspector and agreed in the Statement of Common Ground 2010.

The Adopted Core Policy states that it will allow sympathetic new development on the airfield perimeter, including high quality residential use. Three areas are considered suitable for development, two of these are proposed as high quality residential development and one for development of the historic core and flying hub.

The two areas for residential development are Area A located to the west of the airfield and Area C located to the south of the flying strip and, North of the village of Ford.

Area A consists of 7.8ha of land south of Portway and to the west of C20 industrial buildings at Castle Gate Industrial Park. It is located close to the Persimmon Homes and Charles Church residential developments to the North. There is good vehicular access into the site and in addition to being served by a bus service along Portway it is within walking distance to the Beehive Park and Ride.

Key opportunities offered by Area A include:

- Retain openness of Airfield when viewed from the Old Sarum Scheduled Monument (2)
- Visual establishment of the Roman Road alignment (1)
- Mitigation of the impact of industrial buildings on the view from Old Sarum SM(2)

Area B consists of 3.9ha of land located along the built perimeter of the airfield and industrial

developments and the central area including the historic aircraft hangars.

Key opportunities offered by Area B include:

- Screening of industrial buildings from the airfield (3)
- Creation of new aircraft facilities
- Removal of clutter in front of the heritage buildings and reinstating their relationship to the flying field (4)

Area C consists of 12.8ha of land and is located to the south of the flying field adjacent to the village of Ford. Due to the topography and character of Ford this site is proposed for low density residential development. The site boundary has been developed by looking at the topography and views from the existing aircraft hangars. The land slopes steeply away from the airfield flying strip and due to this it is possible to locate development with minimal impact on the view from the hangars across the flying field. (6) The hedge alongside the airfield also helps screen Area C development.(7)

Key opportunities offered by Area C include:

- High quality and low density residential development
- Limited visual impact due to site topography



#### 4.6 Area A

This sections provides an extensive amount of detail for the design and character of Area A than the following Area B and C sections. This is in response to para 44 of the Inspector Appeal decision from 2019 which required greater detail of Area A to ensures the development 'preserves the setting' of Old Sarum Scheduled Monument and this section provides detail to demonstrate its high quality response. Please see the Design Code which also provides coding detail to allow the future Reserved Matters application to be controlled to ensure the design approach at Reserved Matters carries out the planned design intent from this Outline Planning Application.

##### Layout

The layout structure for Area A is based around a linear park on the alignment of the Roman Road running east to west, crossed by a tree lined avenue north to south linking views to the airfield into the development *in accordance with 3.21 of the DDG*. From the linear park the Old Sarum Hill Fort and the airfield can be enjoyed.

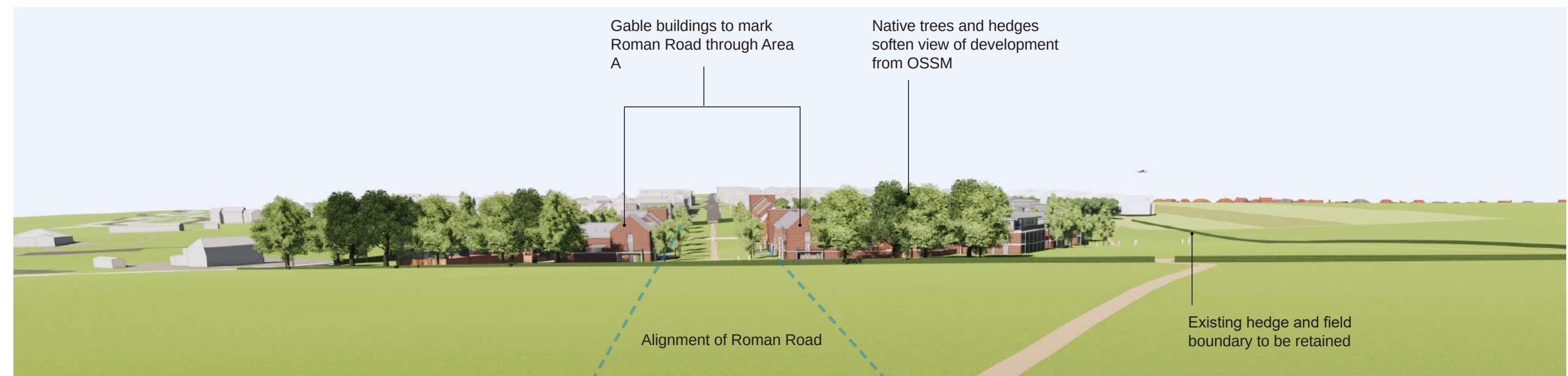
Landscape proposals are critical to ensure the visual strength of the Roman Road is maintained in views from the Hill Fort. The landscape strategy proposes an avenue of pleached trees in raised planters to strengthen the view from the Hill Fort and provide a no dig solution to not disturb archaeology assets below. Please see landscape strategy and archaeology reports for further detail.

Softer intermittent landscaping will be planted along the western boundary and will be a mix of native trees and hedges which will break the building line. This has been carefully designed to soften the development in the view Old Sarum Hill Fort and also mitigate the impact of the existing industrial buildings.

The majority of the existing planting along the Portway and access road leading into the industrial park will be retained and with further planting to strengthen the proposals.



View towards linear park along Roman Road



View towards development form west/Old Sarum Monument



#### Movement

The primary site access to Area A will be from Portway. This will be in the form of a priority T-junction with right-turn lane. A shared footway / cycleway will be provided along the site frontage with Portway, providing a connection to local centre, education, existing bus stops and the Beehive Park and Ride. A secondary site access to Area A will be provided from the existing access road serving Castle Gate Business Park. This will be in the form of a priority T-junction with a footway connection to existing infrastructure on Portway.

#### Building Type

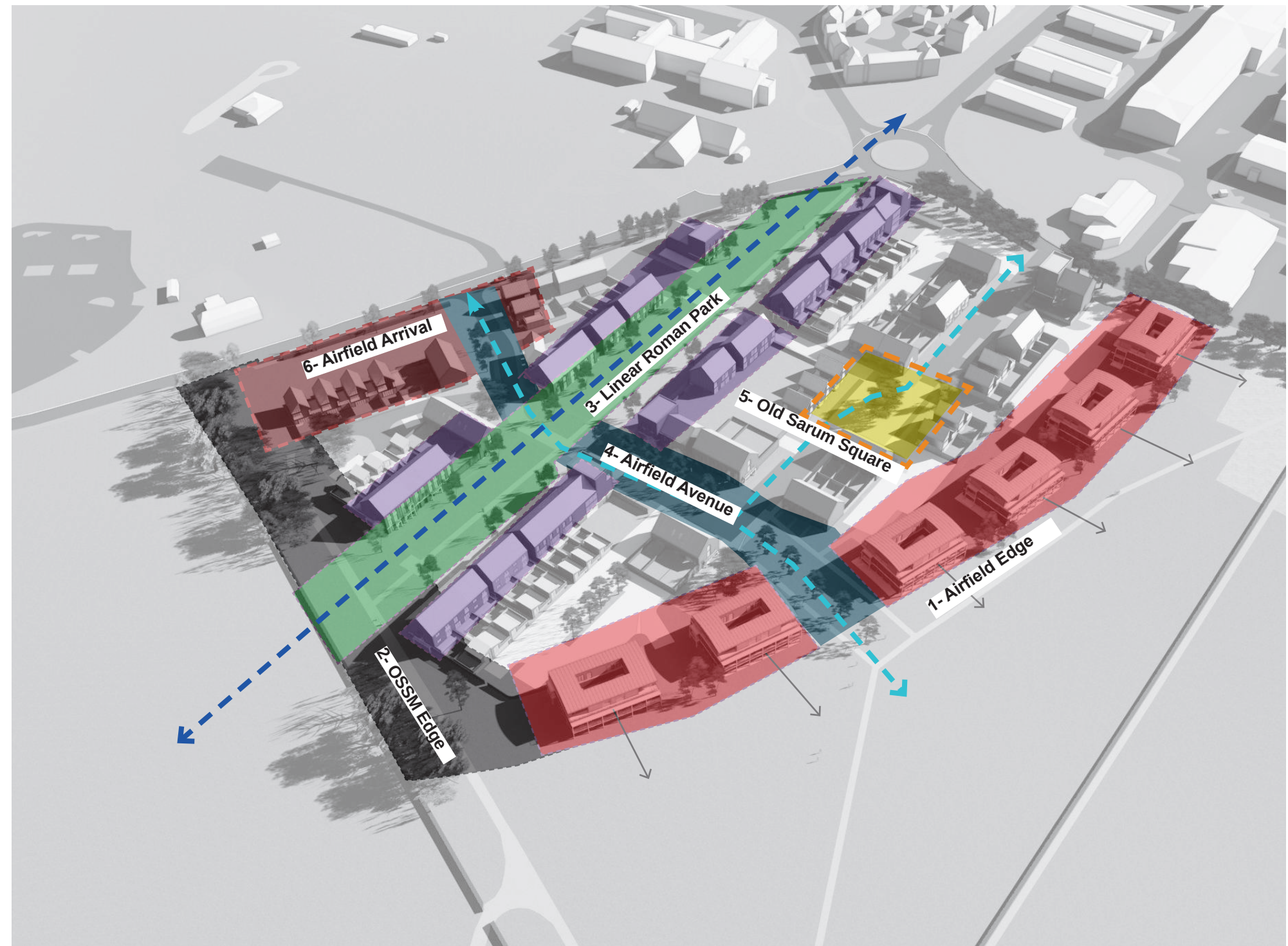
Area A is residential development and will include a mix of dwellings from 1 bed apartments to 4/5 bedroom homes, although the predominant mix will be 2, 3 and 4 bedroom homes along with a number of large 2 bedroom apartments with balconies overlooking the airfield. Please see section on Use and Amount for further detail.

#### Building Structure

It is important to create a positive relationship to the airfield. Dwellings along this boundary will have a southerly aspect facing the airfield and as such we envisage this area being large 2 bedroom / 3 bedroom apartments with south facing balconies overlooking the airfield. The type of people who may be attracted to these are likely to be the retirement market, down sizes or aeroplane enthusiasts. The units would be grouped with private shared outdoor space and car parking located to the north away from views from the airfield or in some instances due to level changes on site there could be an element of semi-basement parking.

To strengthen the landscape approach along the Roman Road, dwellings proposed are townhouses and front either side of this new linear park. The linear park will be pedestrian and cycle only and car parking will be located to the rear of the dwelling plots. The site's frontage to the Portway will be larger family houses. These will be accessed via shared drives and situated behind the proposed landscaping along the Portway. Back gardens will face south.

To help navigation around the site and to add character a number of focal points and landmark buildings will be designed. The diagram opposite identifies character zones which are explained in further detail over the next few pages.



*Aerial Perspective view of Area A- Character Zones*



### Character Area- Airfield Edge

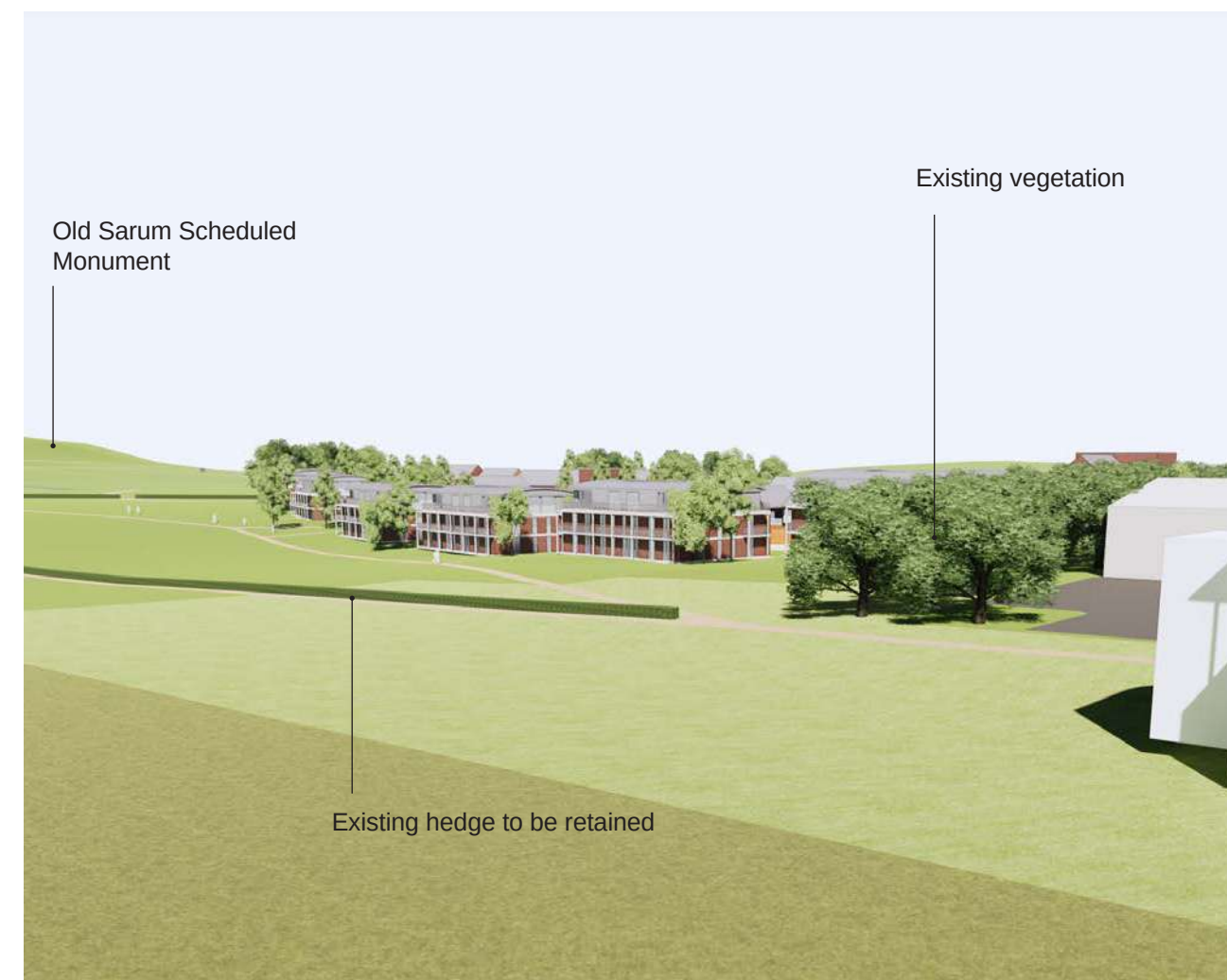
The airfield edge utilises a series of unique contemporary apartment buildings inspired by the historic hangar buildings in Area B.

The proportions of these buildings reflect the larger masses of the airfield hangar buildings, with selected materials further reflecting an aviation appearance. The barrel vault roof provides a historic aviation reference *in accordance with 3.2.4 of the DDG*.

The position of the buildings follow a curved line which retains the openness of the airfield when viewed from Old Sarum Schedule Monument *in accordance with 3.2.6 and 6.8 of the DDG*.

Balconies maximise south facing views over the airfield appealing to aeroplane enthusiasts.

The open space in front of the aviation buildings ties into the airfield perimeter track which links the development together and provides connections to wider facilities.



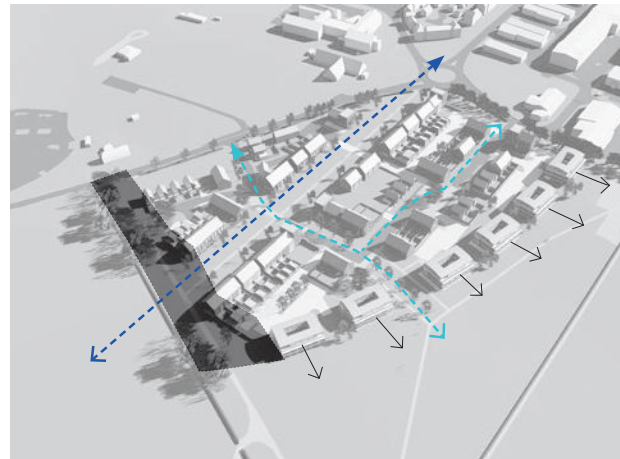
*Perspective view from Area B towards OSSM*



*Perspective view from the South across the airfield to Area A and the hangar inspired apartments*



*Perspective image of hangar inspired apartment buildings*



#### Character Area- Old Sarum Monument View

Roman Road and Linear Park are marked by two gables in the view from Old Sarum Scheduled Monument.

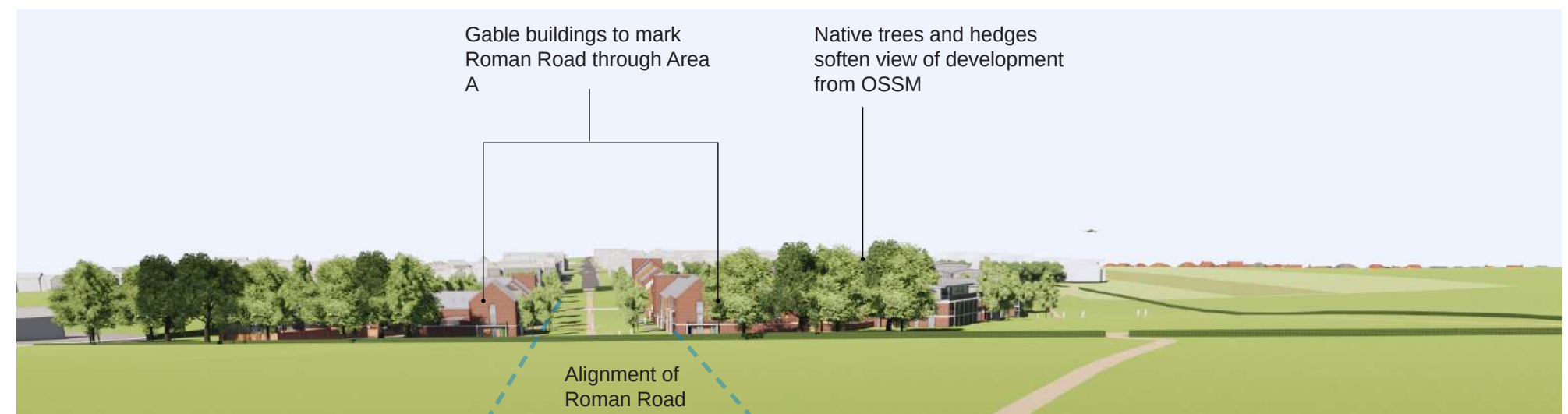
A look out point at the end of the Roman Linear Park will provide an advantage point highlighting the Old Sarum Monument in the distance. The look out point ties into the perimeter track running along this boundary which provides connections to the airfield, Beehive Park and Ride to the north and the Country Park to the south *in accordance with 3.2.6, 6.8 and 3.21 to create a distinctive place in line with the DDG*. Dwelling with active windows provide natural surveillance over the perimeter footpaths.

This area provides a connection between the airfield hangar inspired apartment buildings and Roman Road. Materials and details take influence from the apartment building and historic hangars to provide continuity of design. This area has however a more dominance of brick than metal.

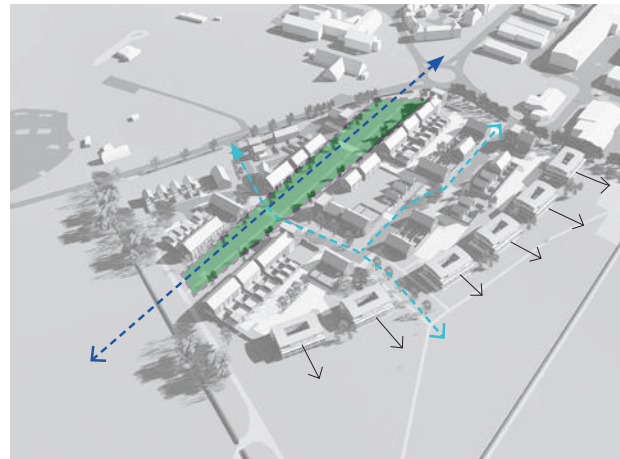
A landscape buffer along the west boundary will screen the development intermittently from the view from Old Sarum Scheduled Monument, please see LVIA for further detail. The existing airfield hedge also helps.



View from west towards Roman Road



View towards development along west boundary



#### Character Area- Roman Road Linear Park

A linear park follows the alignment of the Roman, retaining the archaeological assets below ground. Old Sarum Scheduled Monument will be a key feature in the long distance vista when viewed from within the Roman Road, please see image on next page.

Dwellings run parallel to the linear park providing active frontages for natural surveillance. The majority of the dwellings are three storey creating a comfortable human scale in relation to the width of the linear park (please see image on next page). Car are removed from the streetscene *in accordance with 4.5.7 of the DDG*.

Trees are proposed to line the linear park, bring vegetation into the open space whilst also creating a boulevard appearance to further define the Roman Road. The trees will be placed in large planters raised above the ground to minimise the impact on archaeological artefacts below ground.



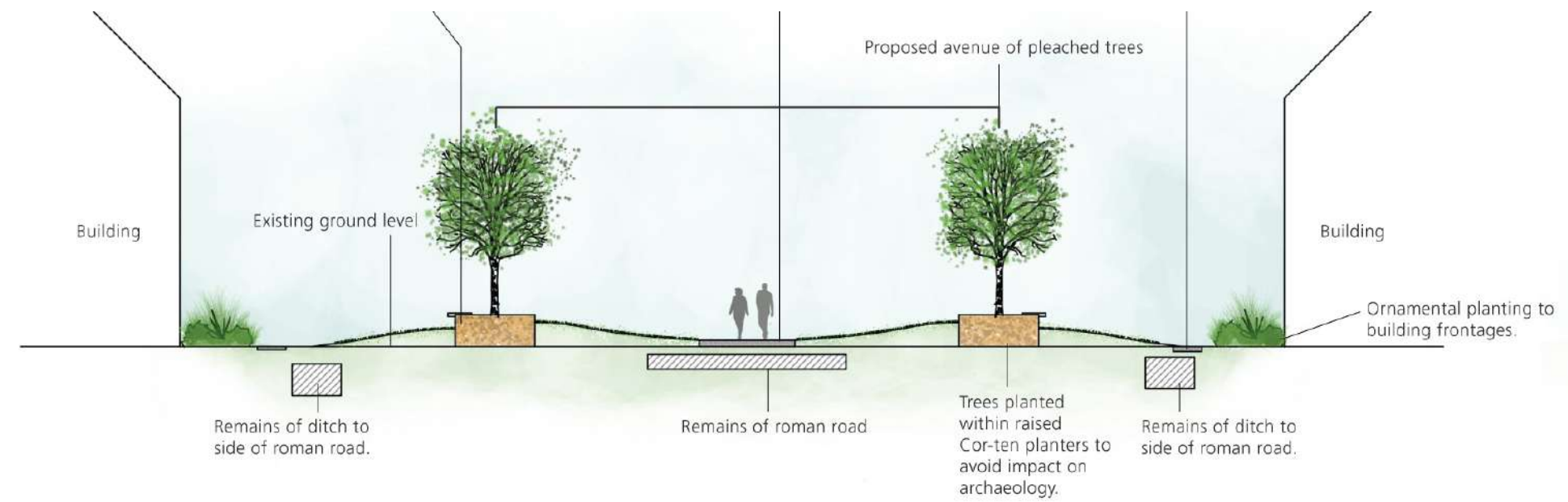
*View from a balcony along the Roman Road*



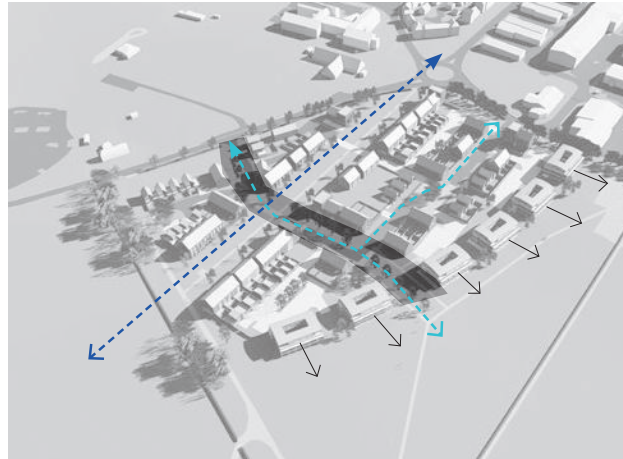
*Section through Roman Road*



View from Roman Road Linear Park with Old Sarum Scheduled in the long distance vista.



*Landscape design of Roman Road with pleached trees in raised planters*



### Character Area- Airfield Avenue

The Airfield Avenue links the vehicle entrance into the site from Portway to the southern open space next to the airfield. This creates a vehicle and pedestrian route through the development. The footpaths link into the wider network running around the airfield and connecting the other parcels of development *in accordance with 5.1 of the DDG*. The avenue contains verges, swales and trees lining the route, allowing footpaths to be segregated from the roadway to create a comfortable attractive pedestrian avenue.

A large area of open space south of Area A terminates the avenue and creates a large recreation space.

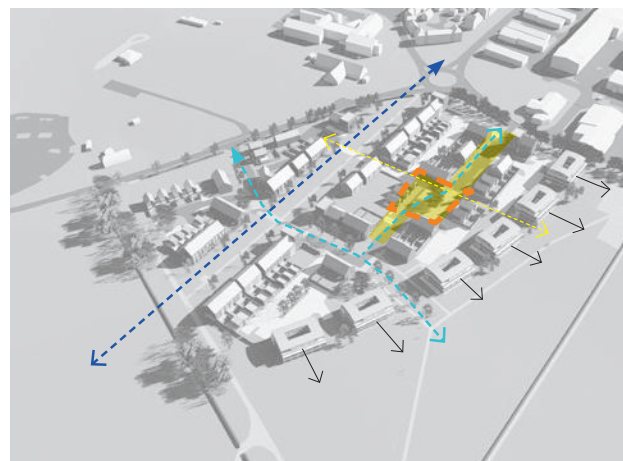
Integrated visitor parking has been designed into the avenue.



*Perspective image along avenue with open space and airfield in the distance.*



*Section through airfield avenue.*



### Character Area- Old Sarum Square

The square is located on the link road which provides the second point of vehicle access into the site. The provides a pausing point/feature before the link road connects to the airfield avenue.

Square design allows views to be terminated along its internal vistas whilst also providing links to the Airfield Avenue.

Buildings are positioned around the square to terminate key vistas into and out of the square. The streets are designed to be narrower and tighter creating a contrast to the Airfield Avenue to emphasizes its change in character.

Visitor parking is integrated into the design of the streets to create convenient locations for parking and to help avoid unplanned on street parking.

Pedestrian links pass through the square providing convenient links to the Roman Road and Airfield with links to the wider footpath and cycleway network.

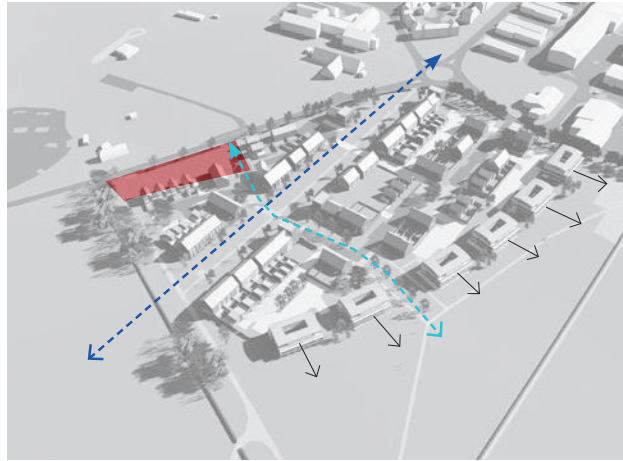


*Perspective view into Square*



*Perspective view into Square showing feature tree*





**Character Area- Entrance Green**

Dwellings are set back from the Portway Road creating a small green and a sense of arrival into the site.

A feature building terminates the visitor on entrance into the site and drawing visitors into the centre of the site *in accordance with 5.1 of the DDG.*



### Summary Character and Appearance

Area A appearance and character will be distinctive and of high quality. The proposals take influence from the historic airfield buildings.

The dwellings predominantly follow a traditional form, familiar to everyone. However, a combination of traditional and contemporary details and materials creates a place with its own identity closely associated to the Airfield.

The design proposal promotes alternative solution to standard housing estates and creates a development which has a strong contemporary yet historic influence. This will result, in an unmistakable individual character. Contemporary feature buildings create local landmarks for navigation around the site.

The palette of materials use a variety of coloured bricks, contextual to the site. Roof materials are either tiles or stand seam metal roof. The proposals will uses a combination of rainscreen cladding, infill metal panels, and contemporary balcony and porch details. The proportion of windows will follow a contemporary approach.

### Building Heights

Along the frontage to the airfield, building heights are 3 storeys. This frontage has a significant change in levels of approximately 4m which has been used for basement parking and to give a varied roof scape.

There are limitations on the building heights by the flying regulation associated to the runway as indicated in the constraints plans. The development however is set back significantly from runway which provides minimal limitation.

The building heights across the masterplan range from 2-4 storey, 4 storey buildings are used in isolated locations to create key landmark buildings.



#### 4.7 Area B

Development of Area B consists of a mixture of new-build and conservation of heritage buildings to create a flying hub.

##### Layout

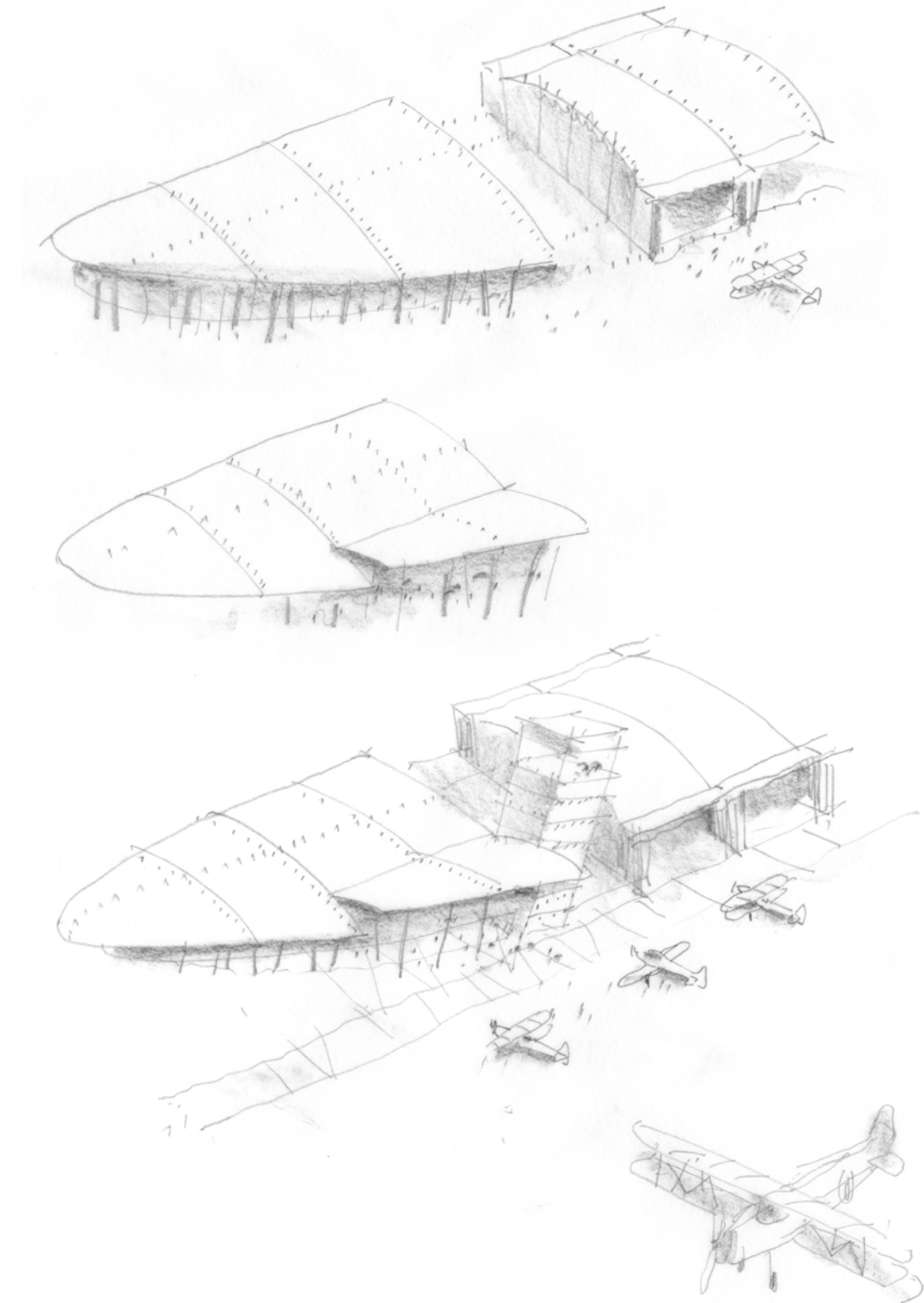
Elements of new-build are located in front of existing industrial buildings. Development along the edge will remove and shield clutter relating to the industrial use from views across the airfield.

New buildings in this location will relate directly to the function of the airfield and become part of the flying hub. Parking will be located behind the buildings, removed from the view of the airfield.

New buildings will potentially be a mixture of private aircraft hangars, new restaurant, seminar and training rooms, a museum wall, new sky diving centre, fast food cafe, control tower and office space (B1).

In the centre of Area B are the unique technical buildings including the listed aircraft hangars. Hangar 3 will be refurbished and clutter removed from the area between the buildings and the airfield to improve their setting and re-establish their relationship to the flying field.

The refurbishment of the heritage buildings and improvements to their setting is dealt with in more detail in the Conservation Management Plan.



Concept drawings for new facilities located along the airfield apron. The building form is based on the profile of a wing.



Strategy diagram area B

## Character and Appearance

The proposed appearance of the facilities will create a new dynamic hub for flying activities.

Area B will transform the airfield into the 21st century with modern state-of-the-art buildings. Initial thoughts suggest buildings could take influence from the aerodynamics of aviation with the main flying hub designed to follow the curvature of an aeroplane wing. The building's roof would appear to be light and floating.

Materials and details would be contemporary to follow modern aviation philosophy. Balconies, viewing areas and canopies will promote the excitement of flying activities.



## 4.8 Area C

### Layout

The development structure follows the topographical form with building frontages, streets and shared drives running along contours. This has a number of benefits including:

- Organic appearance related to landscape form
- Minimising cut and fill required to construct the development
- Reduced disturbance of historic landscape - less impact

Key design elements include building frontages facing towards the airfield and integration with green pockets. These act as focal areas and pause points as part of the circular airfield. The housing facing the airfield will be detached properties on generous plots with lots of space for landscape.

In front of existing properties on Manor Farm Road there is an area of maintained grassland. This is outside the Old Sarum site boundary and is in the ownership of the Ministry of Defence. The proposal is to link this with a large green area opening onto the airfield, breathing space and opening views.

A detailed gradiometer survey has been carried out on Area C. This has highlighted three parallel linear ditches running through the middle of the area which match the location of cropmarks identified in the Desk Based Assessment. The survey report states that these are most likely part of a 'Wessex Linear'. As these lines are close to the proposed green area the scheme development will look to keep the 'Wessex Linear' within the central green space reducing possible disturbance.

### Movement

Area C will be accessed via a new priority T-junction with Ford Road to the south. This will include an extension / relocation of the existing 30mph speed limit, a footway connection to Merrifield Road and new build-outs to provide a comprehensive traffic calming scheme through the village of Ford. An emergency access will be provided from Manor Farm Road, which is served via Green Lane.

Cycle and pedestrian links will be established along the perimeter track to the north and around the airfield to the west linking to Area A.

### Building Type

High quality, low density family dwellings on large plots are proposed similar to those found in Ford village. They will follow an Art and craft style/ character taking inspiration from the officers' married quarters on Green Lane.

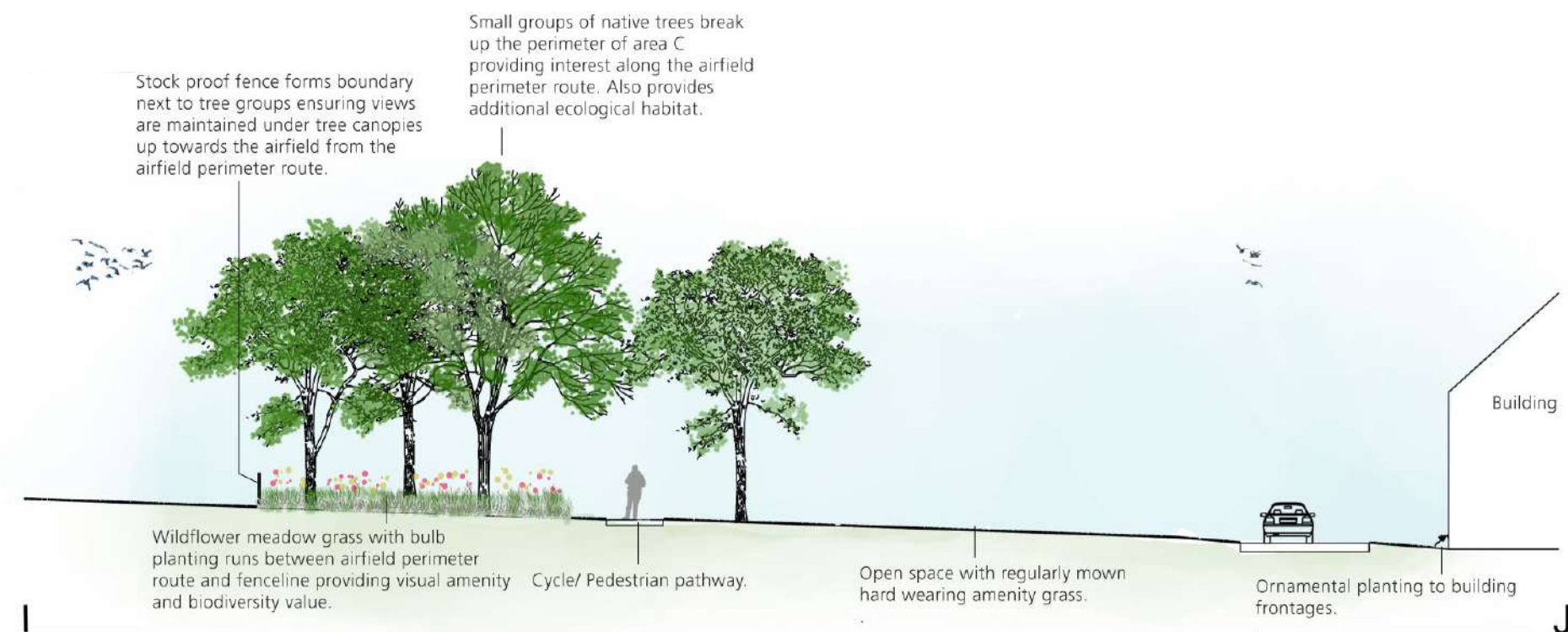
### Building Heights

Proposed building heights are predominantly two storey with a few single storey dwellings at entrances to act as gatehouse buildings to reduce impact. A few two and a half storey dwellings are positioned in key locations creating interest in roofscape. Please see section on scale of development for further detail

### Landscaping

At present a number of properties on Merrifield Road back onto the site. Currently there is a reasonably large vegetation strip at the back of their gardens.

Groups of trees are strategically placed in locations to break the appearance of the development from distance views. Planting will connect the new development with the landscape. This is reinforced by breaks in the building line by landscaped spaces. The group of native trees will be combined with a wildflower grass, and bulb planting on the airfield perimeter route providing visual amenity and biodiversity value. Please see section details below and landscape drawing for further detail.



Section I-J taken from the footpath which runs along the northern edge of Area C