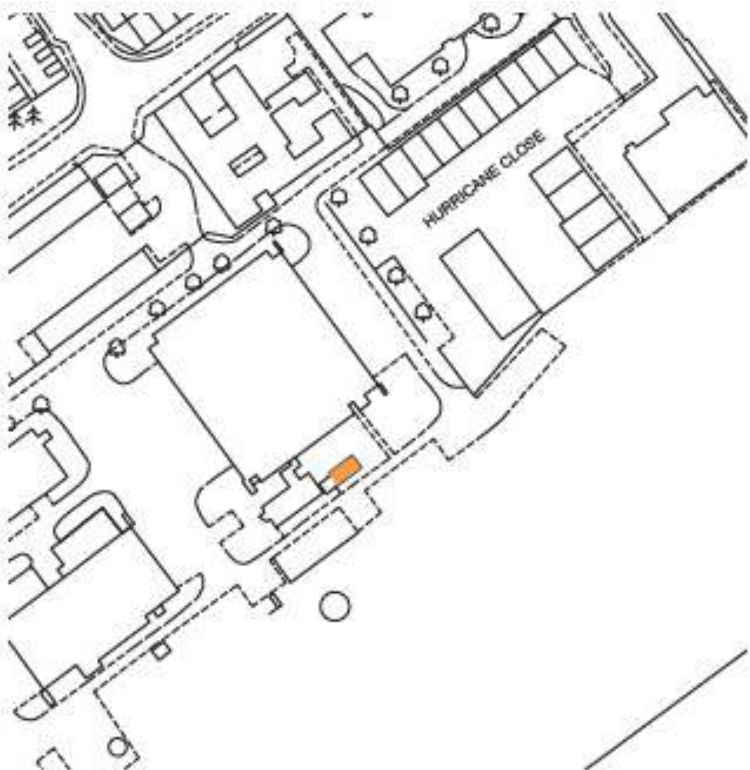


8 - Flight Commander's Office

Probable date	1917
Listing	No
Previous uses	Flight Commander's office, described on the RAF site plan of 1939 as the "Flight Commander's Office and gas chamber". The building was originally free standing and placed centrally on axis with the south east Hangar 3 (see extract from aerial view). All three coupled aeroplane sheds had a small (16ft span) detached Flight Office built c.1917 on the shed centreline close to the side elevation facing the aerodrome (south). This is the office of the Flight Commander and his staff. Construction is of temporary brick walls with double-hung timber sashes. The roof has a simple arrangement of timber purlins (supported by internal temporary brick walls), covered with boarding and covered in slate. This is the only survival of the three.
Current use	Offices for SkyDive Parachuting offices and briefing room in the later addition to the south.
Brief description	Timber clad, felt roof and half brick walls single storey. The timber cladding is modern.
Condition	Fair. Now extended with link to similar building dating from the 1950-60s. This additional building is described as a "Vic Hallam" Hut in the CAA appraisal by WS Atkins. Later additions have been built to link this hut with the former Flight Commanders Office
Significance	Medium - by historical association with the hangar and hangar 3 and surviving WWI airfield technical building
Contribution (as identified in the CMP) to the Conservation Area	Positive by only remaining example on the site and historical association however, and the relationship to the flying field and hangar obscured by later buildings



Location Plan

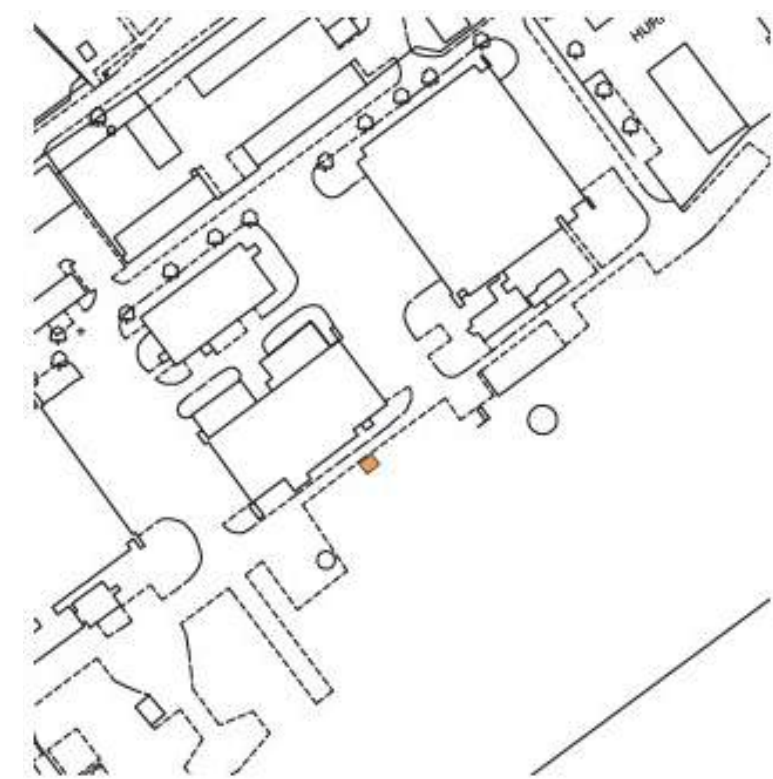


c.1923-1925 (RAF Museum P 1117) with the Flight Commander's office highlighted



98 RAF Camera Obscura

Probable date Listing	1933 Grade II
Previous uses	Early device for the checking of a pilot's ability to fly straight courses, find wind speed and direction, and for the simulation of level bombing. In the roof was a glass lens through which the image of the aircraft was projected on to a table. The flash of a magnesium bulb fitted to the aircraft indicated the release of an imaginary bomb. From the position of the image in relation to the focal centre and a fixed target position on a table, the operator could tell where the bomb would have fallen. In more recent times it was probable in use as a store for inflammable liquids. One of the two (the other being the Sick Quarters) surviving building at Old Sarum erected under the recommendations of the 136th Meeting of the RAF Building Sub-Committee of 1932 – 1933. Most of the other buildings associated with this phase of the airfield was located to the north of Portway and have all been demolished.
Current use	Not in use
Brief description	Single storey brick building with concrete roof
Condition	Poor. The concrete to the roof is now reported to be porous. Equipment associated with previous training use has not survived.
Significance	Medium - part of the WWII expansion of the airfield and therefore associated with a less important phase of the airfield's history
Contribution (as identified in the CMP) to the Conservation Area	Positive - by historical association with interwar flying field although the significance of the building through its use is not apparent



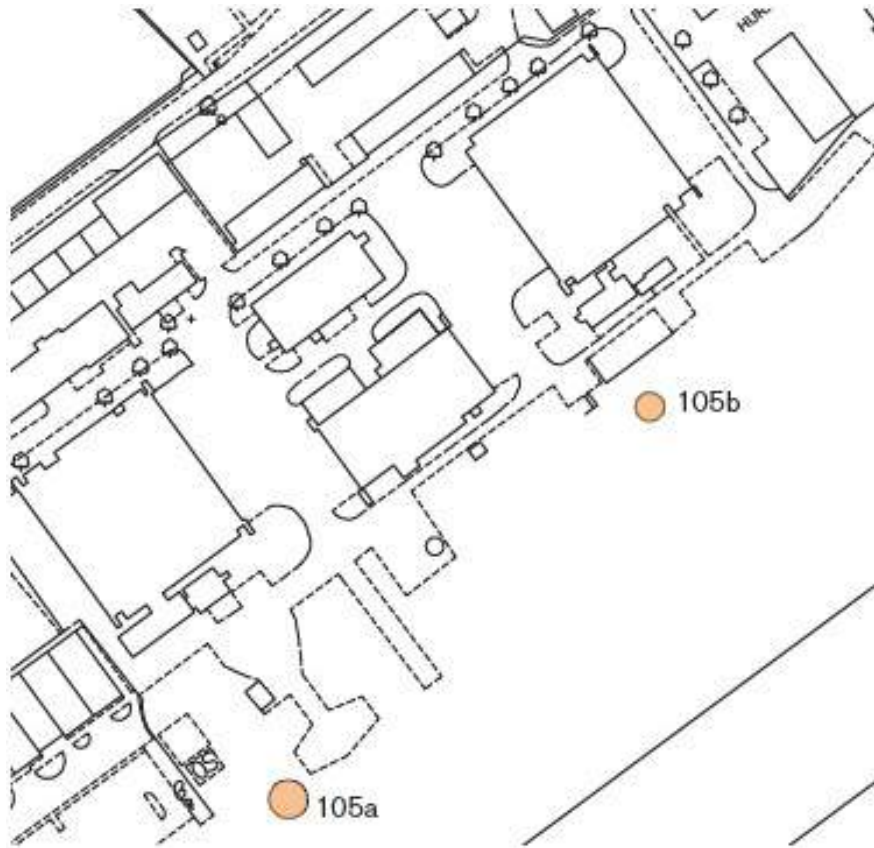
Location Plan



105a and 105b Compass bases

105a	
Probable date	1927-31
Listing	None
Previous uses	Compass base
Current use	Not in use
Brief description	Circular plan hard standing in the hangar apron area
Condition	Fair
Significance	Medium - by historical association with the activities of the WWI flying field
Contribution (as identified in the CMP) to the Conservation Area	Part of a space identified as having positive impact due to its location relative to the WWI flying field

105b	
Probable date	1936-39
Listing	None
Previous uses	Compass base
Current use	Not in use
Brief description	Circular plan hard standing in the hangar apron area
Condition	Grassed over
Significance	Low - by historical assocaition with interwar use of flying field
Contribution (as identified in the CMP) to the Conservation Area	Part of a space identified as having positive impact due to its location relative to the WWI flying field



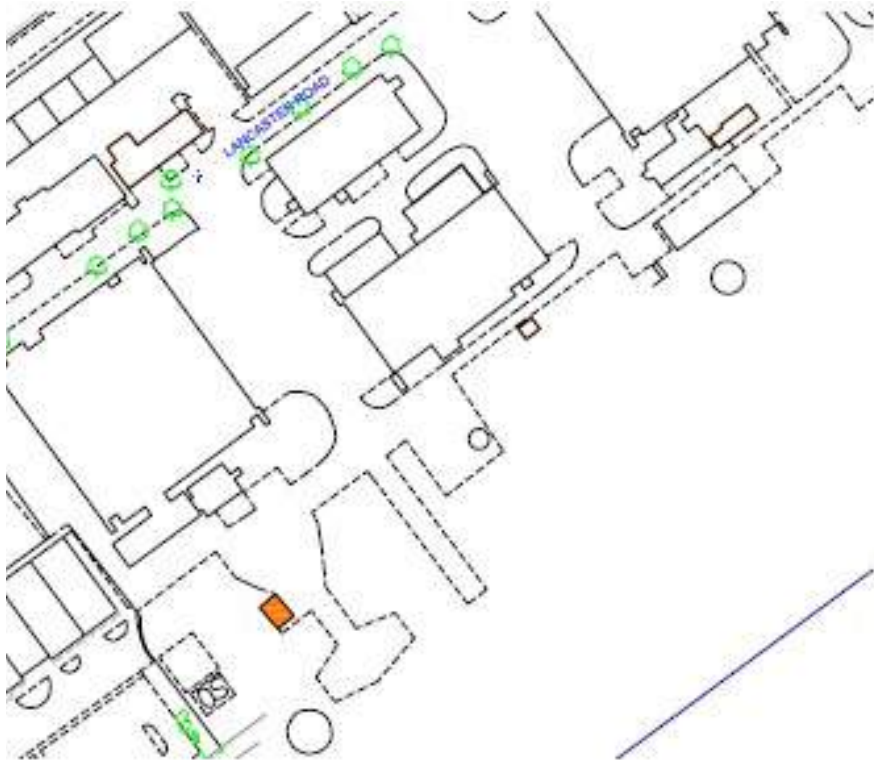
Location Plan



Photograph of 1927-31 compass base in 2006

156 Control Tower

Probable date	1950-1960
Listing	None
Previous uses	Control tower
Current use	Not in use
Brief description	Rectangular two-storey brick construction. Replaced the location of former WWI Flight Office
Condition	Poor
Significance	Low - has some historical interest as a surviving building from a less important phase of the airfield's history
Contribution (as identified in the CMP) to the Conservation Area	Neutral



Location Plan



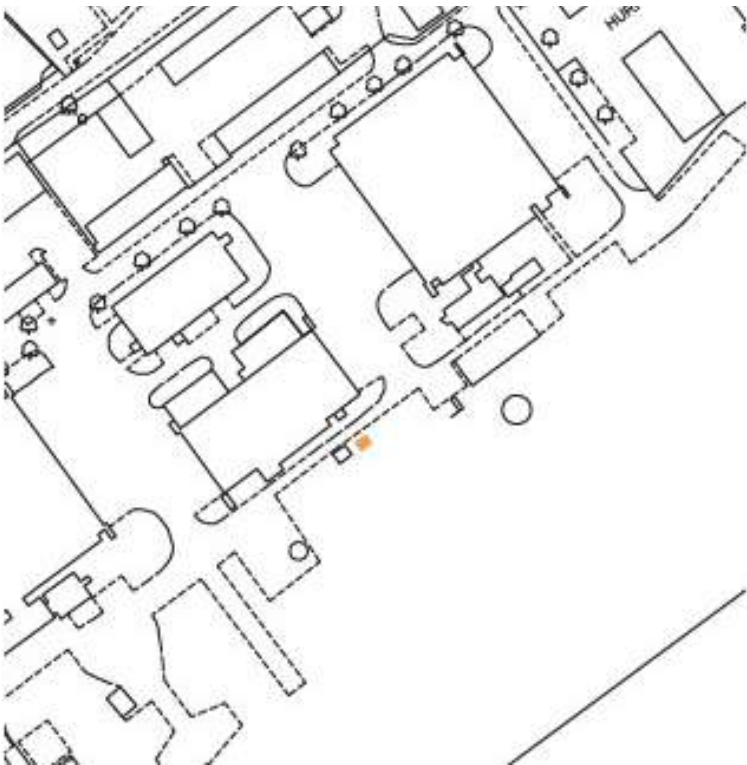
South west elevation



South and north east elevation

157 Oil installation

Probable date	1950-1960
Listing	None
Previous uses	Oil installation for aircraft fuel
Current use	Storage of heating oil to supply repair hangar
Brief description	Large diameter steel tank within a low red brick enclosure. with simple concrete rounded coping to the enclosure. Metal steps to give access to top of tank (presumably for checking oil level and re-filling)
Condition	Tank still in use, therefore presumed in good condition. The brickwork to the low level enclosure is spalling or damaged and some sections of the coping missing. Tank re-painted black since 2007
Significance	Low - has some historical interest as a surviving installation from a less important phase of the airfield's history
Contribution (as identified in the CMP) to the Conservation Area	Of some historical interest but appearance detracts



Location Plan



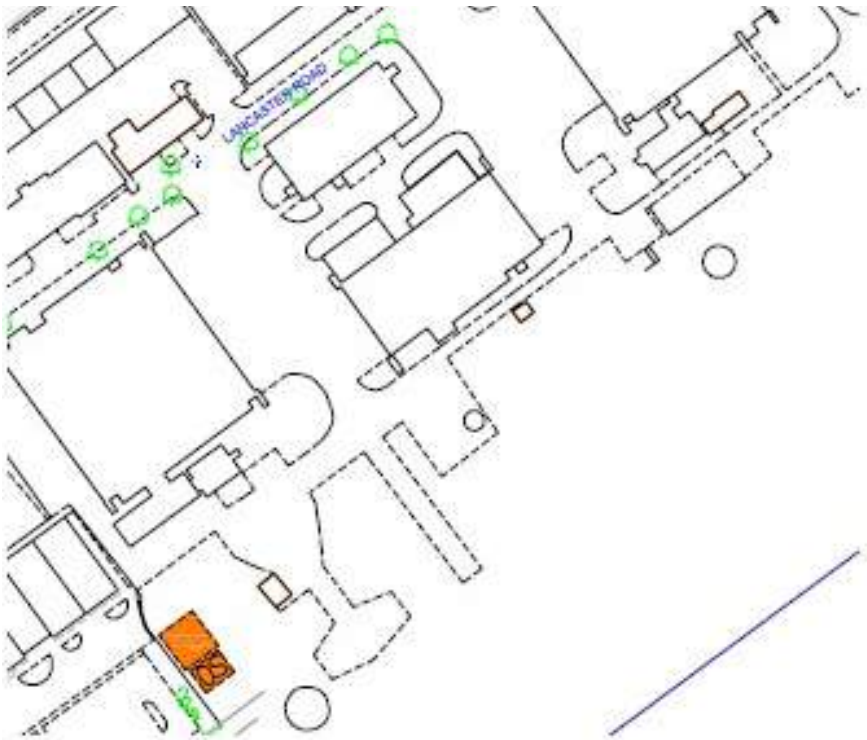
View from north west



View from north west in 2007

155 Signals Square and Airfield Code letters

Probable date	1950-1960
Listing	None
Previous uses	For identification in the air
Current use	Redundant
Brief description	Painted letters and markings visible from the air
Condition	Overgrown and partially concealed
Significance	Low - has some historical interest as a surviving element from a less important phase of the airfield's history
Contribution (as identified in the CMP) to the Conservation Area	part of a space identified as having positive impact due to its location relative to the inter-war flying field



Location Plan



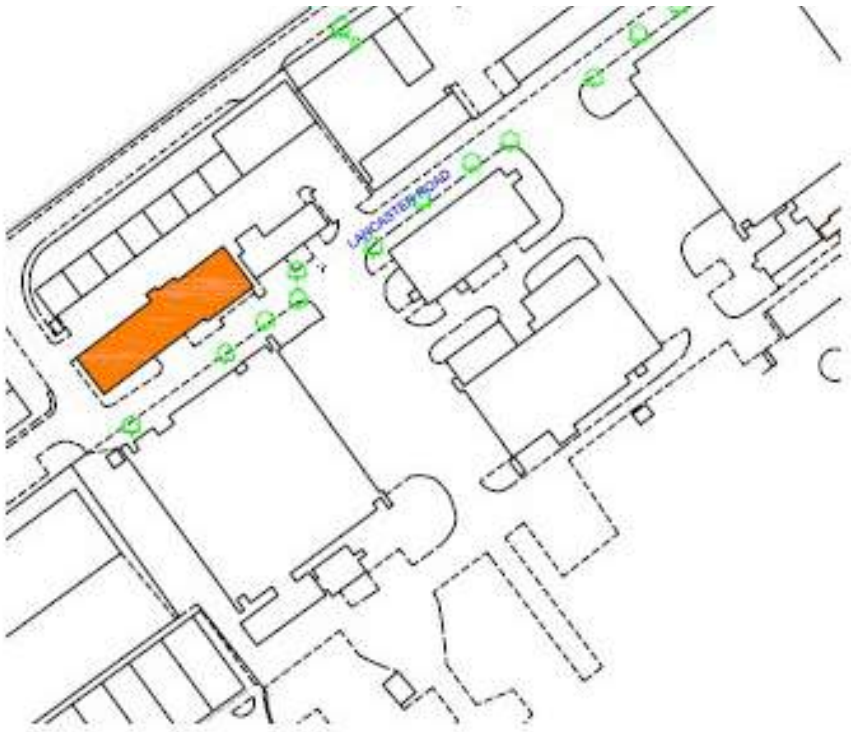
View in 2007



Markings partially concealed

23 Technical Stores

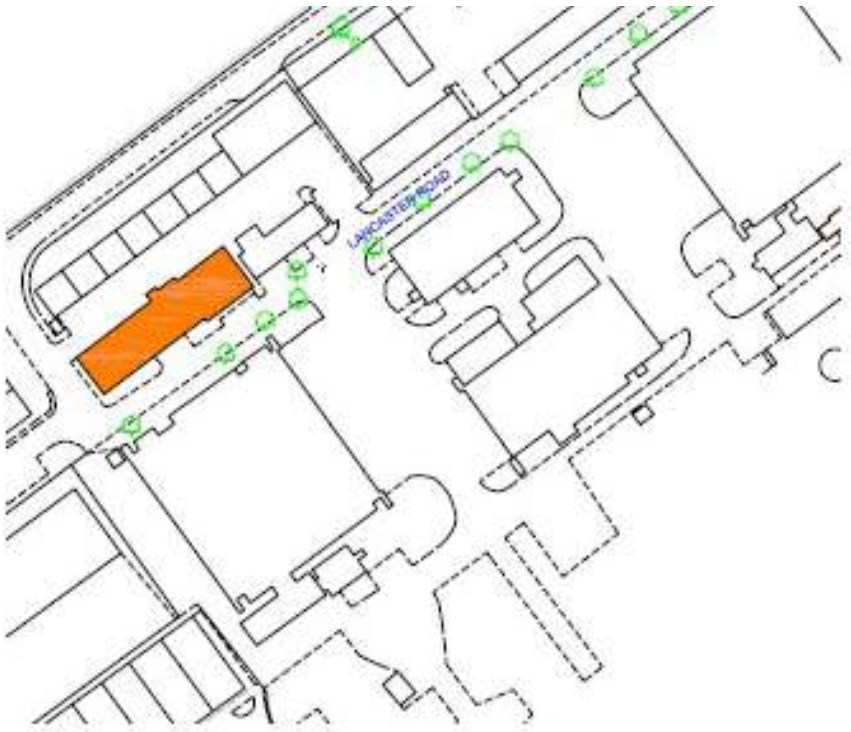
Probable date Listing	1918 None
Previous uses	Standard RFC TDS Technical Store
Current use	Office light/industrial
Brief description	Rectangular shaped plan-form on single-storey. In its original form it was arranged mainly open-plan with two rows of storage racks and partitioned areas to include a tyre store, storeman's rest room and clerk's office. The north elevation had two lean-to covered yards (metal & timber and packing cases) separated by an open yard. These are extant but the open yard has been roofed over. Construction is temporary brick with internal piers arranged at 10ft centres. These support standard timber trusses. These support three skylights and a roof covering of asbestos sheeting. Original windows were 16-pane metal casements.
Condition	Good, but windows etcetera altered
Significance	Medium - historical interest as surviving buildings from the WWI airfield and contributes to the understanding of the layout of the technical section of the airfield
Contribution (as identified in the CMP) to the Conservation Area	Positive – important contribution to support the statement “Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period”



May 2023 east elevation

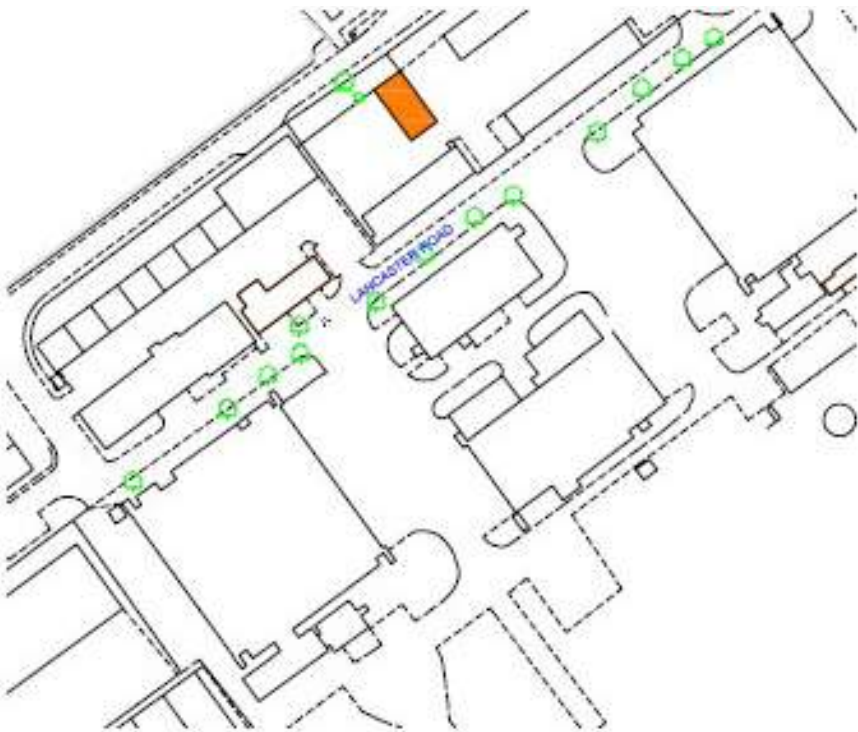
30 Salvage Shed or Q Store

Probable date	1918
Listing	No
Previous uses	Standard RFC TDS Salvage Shed. Also known as Q-store
Current use	Office light/industrial
Brief description	Rectangular based plan-form, eight 10 feet wide bays with internal brick piers supporting 30 feet span composite trusses. Roof covering in 2006 was corrugated asbestos sheeting with rooflights and metal cowls. Temporary brick walls with rendered finish. There are two 10ft wide openings on the south facing elevation which are original. Originally 16-pane steel casements have been replaced.
Condition	Fair. The roof has been replaced since 2006 with profiled metal sheeting and rooflights and cowls removed/replaced. The large opening in the east gable has been filled in
Significance	Medium - historical interest as a surviving building from the WWI airfield technical buildings
Contribution (as identified in the CMP) to the Conservation Area	Positive – important contribution to support the statement “Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period”



33 Power House

Probable date Listing	1918 None
Previous uses	Power House. Adapted to Picture Target House after WWI
Current use	Military
Brief description	During WWI the station almost certainly did not have an outside electricity supply from the local electric company and this would have not been available until the 1920s. During this period the station's electric power was provided by the War Office's own Powerhouse using two diesel engine generator sets. After WWI it was adapted as the school's Picture Target House. The building has a rectangular-shaped plan-form consisting of the engine room (3-bays), battery charging room (1-bay) and a lean-to annexe used as a workshop on a gable end. Cement-rendered temporary brick with internal and external piers; the roof is made up of 30ft span timber trusses at 10ft centres, clad with corrugated iron sheeting. In 2006 it was noted that the original trusses were supported by props.
Condition	Fair externally - but no close access available
Significance	Medium - historical interest as a surviving building from the WWI airfield technical buildings but separated from other technical buildings by fencing
Contribution (as identified in the CMP) to the Conservation Area	Positive – important contribution to support the statement “Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period”

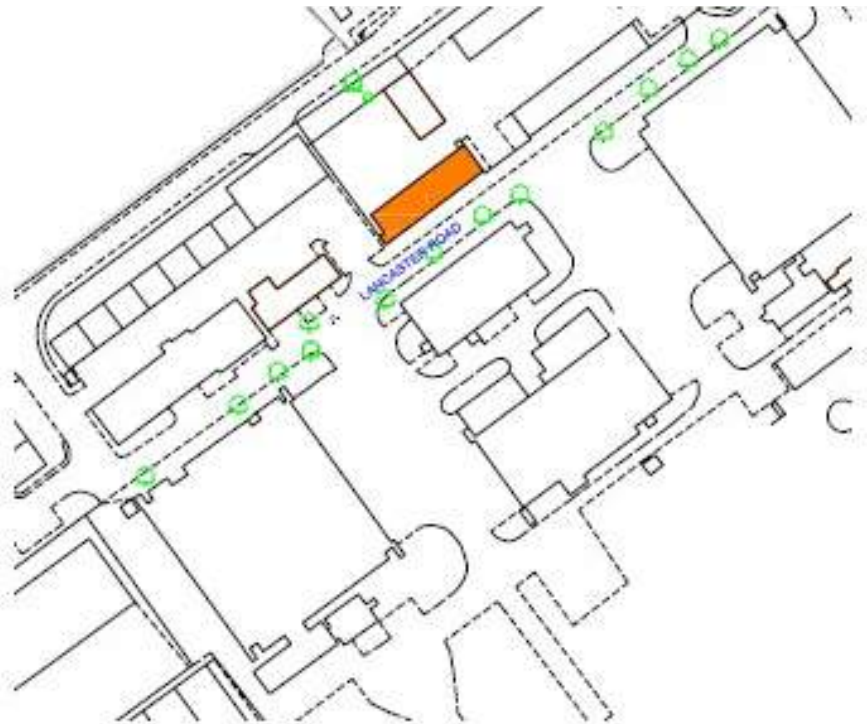


Location Plan



34 Metal Workshop

Probable date	1918
Listing	No
Previous uses	Metal Workshop
Current use	Military use/The local Air Training Corps
Brief description	This is a standard RFC TDS Metal Workshop. The main part (8-bays) functioned as an engine repair shop, but 3-bays at one end were divided by a partition into separate the coppersmiths shop and a blacksmith's shop. A small acetylene plant room annexe was located against the outside wall of the coppersmith's shop – but this is now demolished
Condition	Fair externally - but no close access available
Significance	Medium - historical interest as a surviving building from the WWI airfield technical buildings
Contribution (as identified in the CMP) to the Conservation Area	Positive – important contribution to support the statement “Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period”



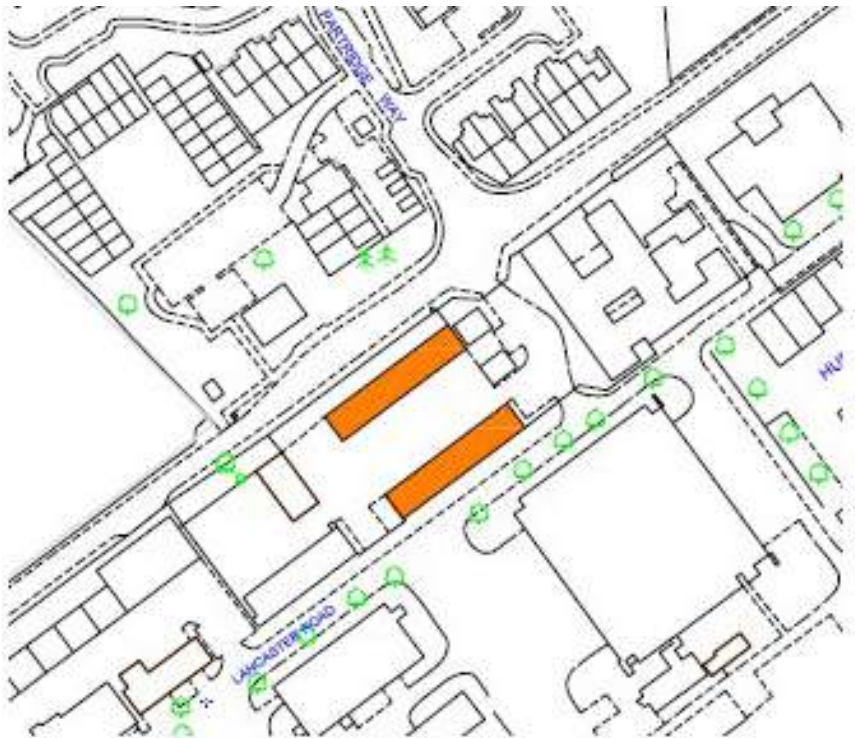
Location Plan



North and south east elevations

35 Motor transport shed & yard

Probable date	1918
Listing	None
Previous uses	Vehicle sheds and yard
Current use	Military use
Brief description	Two standard RFC TDS-style 13-bay MT vehicle sheds are built facing each other and separated by an 80ft wide motor vehicle manoeuvring area or yard. The site of the washing table at the extreme east end of the complex is now occupied by the Engine Test House. In November 1918 the following vehicles were housed in these sheds:1 touring car, 12 light tenders & 12 heavy tenders, 9 motor cycles 8 sidecars, 5 trailers, 2 ambulances and 2 tractors. Construction is of brick piers at 11ft centres with temporary brick in-fill on three sides. Along the front are brick pillars that support the trusses. Like all the WWI buildings at Old Sarum the trusses are not composite types as used elsewhere but all-timber types and these support a roof cladding of corrugated asbestos sheeting - this arrangement was similar to Andover. Both sheds are similar but the northern one has two repair bays at the west end and a pair of motor-cycle bays. The west end bay of the northern shed is in-filled with brick for use as an office. Adjacent to the western gable is a brick-built Fuel Attendant's Shelter.
Condition	Good
Significance	Medium - historical interest as a surviving building from the WWI airfield technical buildings
Contribution (as identified in the CMP) to the Conservation Area	Positive – important contribution to support the statement “Old Sarum is the best-preserved flying field of the First World War period. It is bounded by one of the most complete suites of technical and hangar buildings of the period”

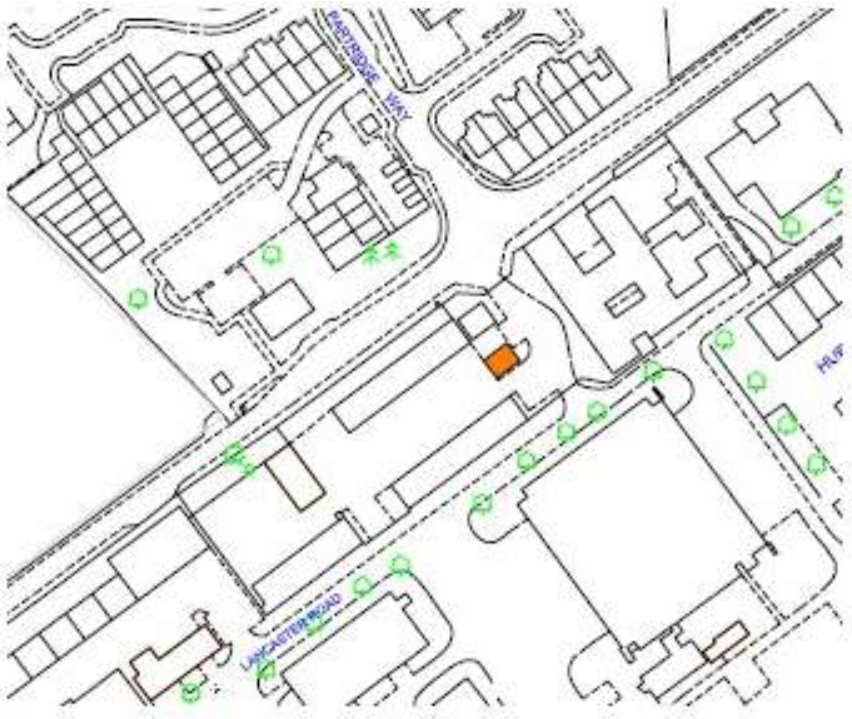


Location Plan



88 Engine Test House

Probable date	Before 1927
Listing	None
Previous uses	Two-cell (aircraft) Engine Test House. On the site of the washing table at the NE end of the MT Vehicle Sheds & Yard. The cells had brick piers supporting an overhead lifting gantry and the engine was surrounded by a steel tubular frame clad with torpedo netting to contain an engine failure. When the Station Headquarters was built c.1935 it was also proposed to replace this test house with another close to the GS Sheds but it is unclear whether this happened or not. The building was subsequently used as another garage.
Current use	Military
Brief description	Brick piers with temporary brick in-fill. The roof is a close-couple timber truss supporting diamond-shaped cement asbestos tiles.
Condition	Fair, but no close access available
Significance	Medium - historical interest when read in conjunction with the WWI vehicle sheds and yard
Contribution (as identified in the CMP) to the Conservation Area	Neutral contribute to the second phase of airfield development



Location Plan



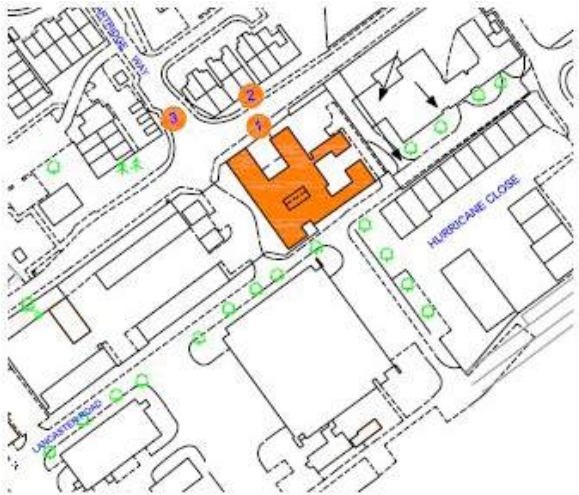
Engine Test house viewed from south-west Photograph from the Old Sarum Airfield Character Area Appraisal and Assessment for Eligibility for Conservation Area Designation August 2006



Engine Test house and unknown building to the right, probably a Guard House

151 Station Headquarters

Probable date	1935 (based on drawing 7985/35)
Listing	Grade II
Previous use	Station Headquarters, in 2006 the Operations Block had been adapted for use as a drill hall. SW facing two-storey central block with a single storey wing on either side and a single-storey Operations Block at the rear. It is located just beyond the NE end of the MT Vehicle Yard which also meant that a new entrance had to be created to serve it. The building is symmetrical with a central entrance, a waiting hall and longitudinal corridor that connects with offices for accounting staff on the left and orderly room, and on the right there are offices for the CO, the Station Engineer and Adjutant. The lateral corridor serves the Operations Block, passing the toilets and staircase inner hall. The Operations Block had a battery room; office for the Meteorological Officer, wireless room, signal's office and the operations room. Outside at the rear of the north single-storey wing is a veranda with three counter issue windows where airmen received their pay. On the first floor over the central block after the staircase is an office for the Education Officer, cloakroom, library and two lecture rooms.
Current use	Military purposes as TA Centre
Brief description	Construction is of 15in cavity brick which gives the impression of Flemish bond but the headers are cut so the outer leaf is 4.5in (this is an indication that the building was built before 1938 when the Air Ministry changed from Flemish to an outer leaf of Stretcher bond. The roof is reinforced concrete slab over the main block with a parapet wall but the wings and Operations Block has timber trusses with hipped shaped rafters clad with slate. Some windows replaced with UPVc copies Space between the Ops Block and site of the Link Trainer has been in-filled with a new connecting extension.
Condition	Good
Significance	Medium
Contribution (as identified in the CMP) to the Conservation Area	Positive



Location Plan



View from Lancaster Road - 2013



Courtyard facing Portway - 2007



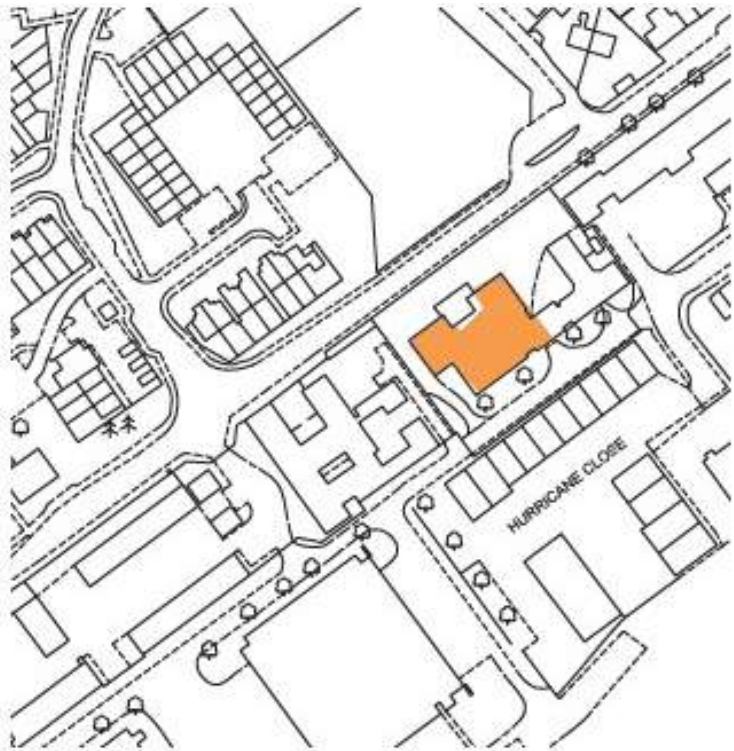
View from Portway - 2007



View 2 from Portway - 2007

153 Army School of Co-operation

Probable date	1935-1936
Listing	None
Previous use	The building is symmetrical with a central entrance and waiting area. Its internal planning is similar to a Station HQ building except that the subdivision is based on lecture rooms and offices. The lateral corridor instead of leading to the operations room, gives access to two Haskard Ranges. So called after its inventor, Lt-Col Haskard, it was a large three dimensional map of painted canvas, showing a tract of country - in this case the basin of the river Wallop - made to scale but with the elevations exaggerated. Buildings, trees are also fixed to the canvas. The diorama was suspended about six feet from the ground and pupils stood on a glazed gallery that represented several aircraft cockpits with canopies and which over looked it (representing a scale of about 4,000 feet). An assistant below the canvas and by means of magnets, moved tanks and other army forces about on the map, either along the roads or across country. The pupils had to write reports on what they saw so this device gave practise in the routine of writing reports. The Link Trainer Building (now attached to the ASC) was probably not built until after the outbreak of WWII and is thought to have been built on the site of a trench type air-raid shelter. The building housed two Link trainers. The Link trainer provided a cheaper alternative for training pilots in instrument flying than flying actual aircraft. Edwin Link, an American organ manufacturer invented the trainer in 1929. The wartime trainer consisted of a fuselage (with stubby wings, tailplane and fin) about 10ft long made of a timber frame covered with plywood. Underneath the 'aircraft' were powerful bellows enabling the device to simulate basic flying movements similar to pitching, banking and turning of a real aircraft. The cockpit closely resembled a single-engined training aircraft of the period with the basic six instruments plus compass, radio, rudder pedals and control column. The instruments and the relevant control surfaces indicated a change in flight attitude. Connections led from the trainer to an instructor 's desk where a small three-wheeled trolley called a 'tracking crab' (automatic recorder) reacted to time and rate of movement of the fuselage. One of the wheels (idler wheel) acted as a pen recorder and traced an accurate course onto a map of the countryside over which the 'pilot' was supposed to be flying. The instructor 's desk had a duplicate set of instruments that enabled him to assess the pilot's flying ability.
Current use	Archaeological Consultants Offices/workshops
Brief description	Construction is of 15in cavity brick which gives the impression of Flemish bond but the headers are cut so the outer leaf is 4.5in (this is an indication that the building was built before 1938 when the Air Ministry changed from Flemish to an outer leaf of Stretcher bond. The roof is reinforced concrete slab with a brick parapet wall. Today the original windows have been replaced with UPVc of a casement style at odds with the original fenestration pattern. Enough of the viewing galleries of both Haskard ranges survive to recognise their function.
Condition	Good, but not inspected internally.
Significance	Medium - historical interest relating to evidence of its former function
Contribution (as identified in the CMP) to the Conservation Area	Positive



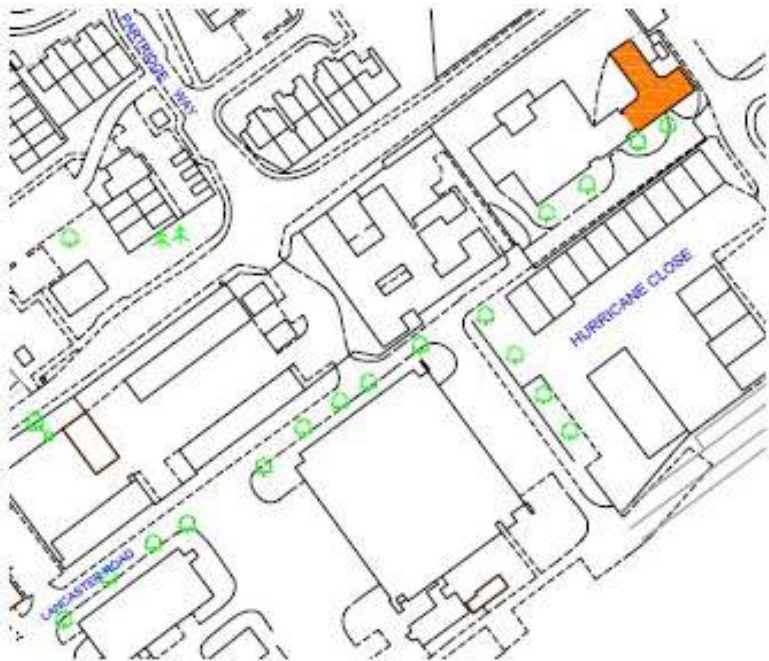
Location Plan



Elevation facing Lysander Road

108 Sick Quarters

Probable date	1933
Listing	None
Previous use	Medical accommodation. Separate wards were provided for airmen (4 beds), NCOs and officers, while other rooms included, an observation ward and an accident & reception room. The leg of the 'T' had a consulting room, kitchen, medical inspection, dental surgery, dispensary and out-patients waiting room. Close by was a detached combined Ambulance Shelter and Mortuary but this was demolished in 2000. It was Air Ministry policy during 1939 under Scheme 'L' of RAF expansion, that a Decontamination Annexe was to be built link detached to the sick quarters. Connecting the two was a length of corridor (which also acts as an air-lock between the two structures). The annexe functioned as a treatment area for wounded personnel who also required decontamination for the effects of gas. Because of the restricted site at Old Sarum (the school building is on one side and the old Dining Room was on the other), the annexe was never built but a Decontamination Centre was erected on the other side of the Portway which is now demolished.
Current use	Archaeological Consultants Offices/workshops
Brief description	This building has a 'T'-shaped plan-form, its size and internal arrangement is for a two-squadron station. There is a central internal entrance porch leading to an octagonal-shaped hall that is lit from a lantern light above. From here corridors run both longitudinally and laterally. Construction is of 11in cavity external walls with timber trusses having hipped-shaped rafters at the gable ends.
Condition	Good, but not inspected internally
Significance	Medium - historical interest relating to evidence of its former function
Contribution (as identified in the CMP) to the Conservation Area	Positive



Location Plan



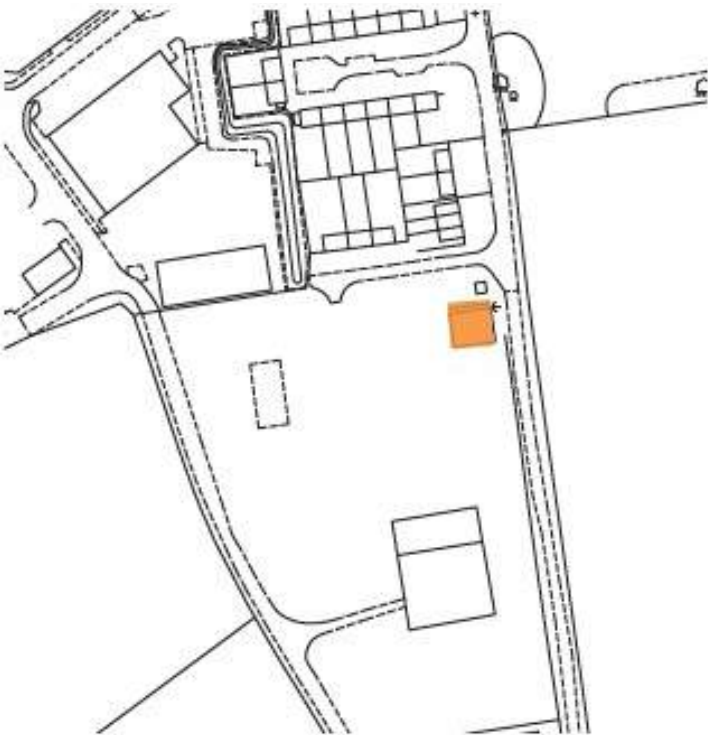
Entrance porch from Lysander Road



South east corner

72 Squash Racquets Court

Probable date	After 1918 and before 1923 (appeared in photographs and on maps at the same time as the Officer's Quarters in Green Lane, Ford)
Listing	None
Previous use	Standard RAF Squash Racquets Court
Current use	Workshop and storage
Brief description	Described by WS Atkins (without Access) (2006) as a standard RAF Squash Racquets Court of 1918 although it is of greater dimensions than the courts of the time (RAF Club Piccadilly were smaller). The courts are each 21ft x 32ft which became the standard after the mid 1920s. Two courts placed side by side with external brick pillars at 10ft centres with temporary brick infill. King post timber roof trusses supported by the brick pillars covered with corrugated asbestos cement sheeting with corrugated Perspex (now fibreglass) sky lights. Although the report mentions a viewing gallery and changing rooms this is not the case. Doors to the northern aspect give access to a 3ft wide corridor linking the courts. At one end is a staircase to a small landing above this corridor. There is no water or drainage supply and no changing facilities due to its proximity to the rest of the military base. There is evidence of alterations through time to the windows, external render and the addition of an extra wall on the southern aspect.
Condition	Good
Significance	Medium - historical interest as a surviving building supporting the domestic section of the airfield
Contribution (as identified in the CMP) to the	Neutral

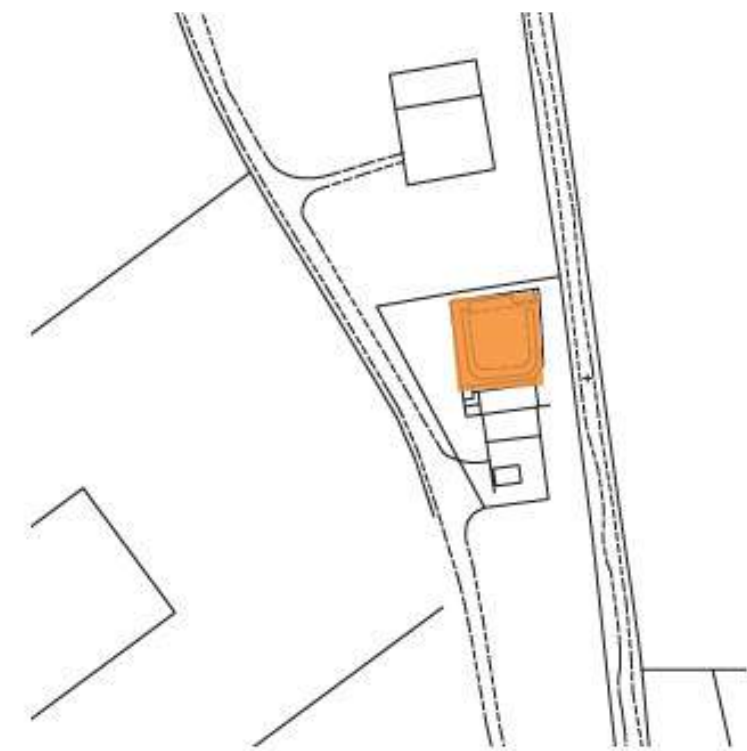


Location Plan



75 Machine Gun range

Probable date	1918 extended in late 1920's. The origin of the road along the west side dates from between 1935-1939
Listing	None
Previous use	Standard Air Ministry 25-yard Machine-gun Range for use by station personnel. From the late 1920s it include a substantial range to test aircraft machine guns. In this reconstructed form, the north side functioned as the 25-yard range and the south side became the 40ft aircraft range. Aircraft were tethered at 40 yards to a concrete or tarmac apron and the guns were fired at the butt. The 25-yard range consisted of a brick-built firing shelter, a target trench at 25-yards distance and the brick butt
Current use	Private shooting range
Brief description	Brick built with external piers, now enclosed by fencing to deter access
Condition	Fair
Significance	Medium - historical interest as a surviving building from the WWI airfield technical buildings
Contribution (as identified in the CMP) to the Conservation Area	Positive



Location Plan



West elevation



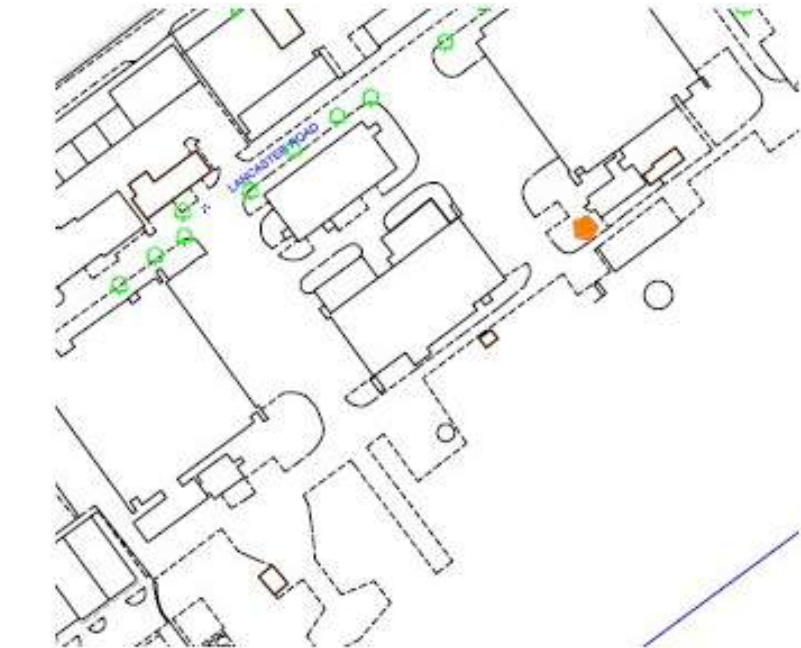
South elevation detail



South elevation - 2007

200 World War II memorial

Date	1993
Brief description	Stone memorial and bronze plaque commemorating the AOP squadrons that were formed at Old Sarum during World War II
Condition	Good
Significance	High social and historical importance
Contribution (as identified in the CMP) to the Conservation Area	Positive



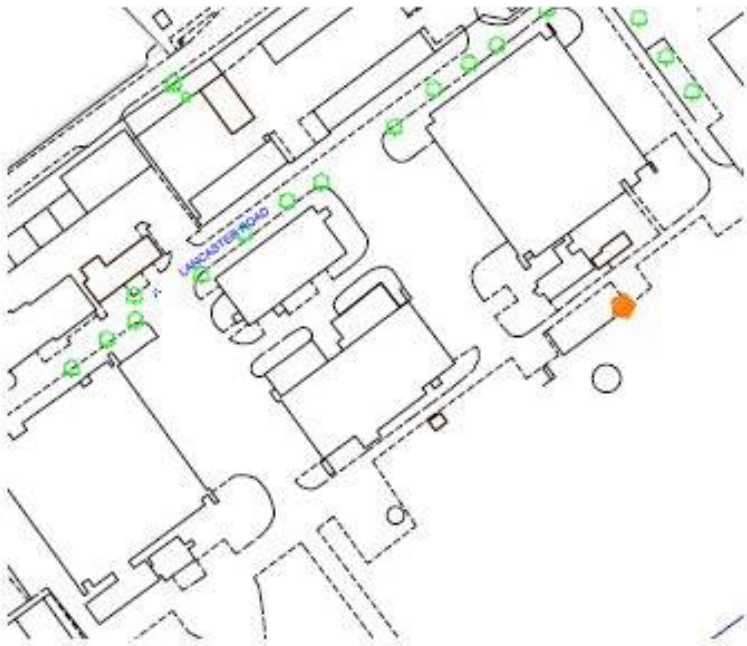
Location Plan



2007 Photograph

201 Monument to 100 years of Aviation

Probable date	2003
Brief description	Stone and metal, designed by Terence Clark and made by Terence and Becca Clark
Condition	Good
Significance	High social and historical importance
Contribution (as identified in the CMP) to the Conservation Area	Positive

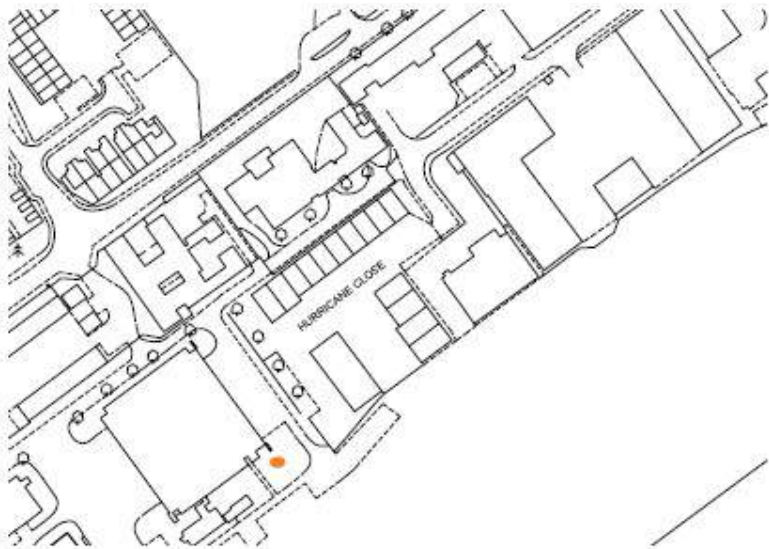


Location Plan



202 Airborne Forces memorial

Date	2008
Brief description	Stone memorial and bronze plaque commemorating the Airborne Forces of America, Canada and Britain
Condition	Good
Significance	High social and historical importance
Contribution (as identified in the CMP) to the Conservation Area	Positive



Location Plan



Appendix E

Detailed advice for the modification and repair of buildings

Detailed advice for the modification and repair of buildings

The following is based on Historic England guidance on repair of buildings and structures on military and aviation sites.

Hangar Structures

Most historic airfields retain one or more hangars for the maintenance or storage of aircraft. The need to provide large, unobstructed covered spaces has given rise to specialised long-span structures that are technically distinct from other aviation buildings. Although built to standardised designs, they range in durability from lightweight demountable structures of timber and canvas to hardened aircraft shelters built in reinforced concrete. In most cases hangar designs were purely utilitarian, using materials - such as corrugated metal or asbestos sheeting - that have a limited life. In some cases, however, higher quality materials such as brick or stone were employed for aesthetic reasons. The essential characteristics of historic hangars, such as their overall form, structure and cladding, should be maintained as far as possible. Any decisions relating to alterations and repairs are likely to require the advice of a structural engineer. On MOD sites, technical advice can be sought from Defence Estates. Information on the different types of hangar can be found in 'British Military Airfield Architecture' (Francis 1996) and Defence Estates has published a number of design and maintenance guides on individual hangar types.

Roofs and roof coverings

The roof form and construction is often the defining characteristic of airfield structures and the original roof form – whether pitched, flat, curved or 'sawtoothed' – should be retained. Flat roofs are characteristic of certain periods, particularly of 1930s modernist architecture, and their replacement with pitched roofs is generally to be avoided. Original features such as lantern lights and roof lights are often a distinctive feature of roofs and should normally be retained.

On pitched roofs care should be taken to ensure that roof slopes do not become cluttered. The addition of dormers and prominent roof vents should be avoided. Where it is necessary to add roof lights, their size, location and materials should be carefully considered in order to minimise their visual impact. It may be necessary to locate them away from prominent roof slopes or to recess them flush with the existing roof.

Any original roofing materials - such as tile or natural Welsh slate - should be retained and repaired. Where it is not practical to replace like-for-like, every effort should be made to match the original appearance. For example, if original asbestos-cement slates need to be replaced, it may be necessary to specify a replacement slate of another material but of matching size, thickness and colour.

The original detailing of roofs – such as that at ridges, hips, eaves and abutments – should be maintained unless it has demonstrably failed to protect the building. Leadwork to abutments, cornices and flat roofs should be maintained and, where necessary, renewed in accordance with the

recommendations of the Lead Sheet Association.

Earth-covered roofs (for example on hangars) should not be stripped of their earth covering unless there are compelling reasons to do so. The exposure of waterproof membranes such as asphalt will tend to hasten their decay as well as changing the original appearance of the building.

Chimney stacks should be retained where they form part of the original construction or help to define the function of the building. Listed building consent may be required for their demolition.

Brickwork and pointing

Any replacement bricks should be carefully matched to the original colour and size, and laid to match the original bond. Any original features within the brickwork - such as vents made from sawn tile – should also be retained. Repointing with hard cement-based mortars can cause irreversible damage to the masonry by trapping moisture in the wall and can also mar the appearance of the building. Any repointing should therefore be carefully executed to match the appearance and specification of the original work. Repointing should be restricted to those areas where the existing pointing is substantially decayed. The old mortar should be carefully cut out with hand tools rather than with mechanical cutters or disc grinders, which can be highly damaging. Sample panels should be agreed with the relevant parties before proceeding with any extensive areas of repointing.



Concrete

Concrete is used in many different situations on airfield buildings and structures – flat roofs, floor slabs, structural members, staircases, retaining walls, etc. Many airfield defences such as pillboxes were built with concrete of varying quality.

The rusting and expansion of steel reinforcing bars can cause reinforced concrete to disintegrate. The majority of repairs will involve the removal of damaged concrete in order to expose the reinforcement so that it may be completely de-rusted by chemical or mechanical means, followed by anti-corrosion treatment. Where extreme degradation of concrete elements has taken place, it may be necessary to dismantle and rebuild. New reinforcement should be given adequate cover and be well galvanised; alternatively stainless steel can be used. Work to reinforced concrete will normally require the advice of a structural engineer.

Camouflage

It is important to retain any surviving evidence of camouflage techniques applied during World War II. The replacement of bricks or mortar within affected areas of masonry will require careful colour matching. However, replacement bricks should be colour-matched to the original brick colour and not to the camouflage colour. The subsequent treatment of bricks to tone their colour to match the effect of weathered camouflage paint can be achieved with a thin wash of natural hydraulic lime paint.

Most of the hardened airfield structures built during the 1970s and 1980s were treated with a chemical colouring 'Novolant' to produce a dull rusty brown finish. This was in line with the North Atlantic Treaty Organisation (NATO) policy to dull down the appearance of its bases from the air to make them less vulnerable to attack by manned aircraft.

External painting

A consistent use of paint colour for external joinery and metalwork can greatly

contribute to the disciplined character appropriate to a military site. Paint research using archival sources and an analysis of paint samples can provide a basis for choosing an appropriate colour scheme. External brick surfaces, some of which may retain traces of original camouflage colours, should not be painted. Listed building consent is required for painting or repainting (e.g. as a change of colour) when it will affect the special architectural or historic interest of a Listed building.

Timber doors and windows

Original timber doors and windows should be retained as far as possible. Replacement of individual components that have decayed or weathered – such as sills – will often prolong the life of the window. Where existing windows are a source of draughts or heat loss, first consideration should be given to draught stripping. Alternatively the installation of secondary glazing may be acceptable provided that the principal framing elements are aligned with the existing frames. If the original windows cannot be repaired, they should be replaced to match the existing design and materials. Their replacement with modern substitutes made of aluminium, stained hardwood or uPVC will almost always be damaging to the character of the building.

Metal windows

Metal windows are of particular importance in defining the Modern Movement-inspired character of many 1930s buildings. Original Crittall windows should be retained in situ as far as possible. Where windows cannot be repaired, they should be replaced to match the existing design and materials. The replacement of single-glazed metal windows with double glazed windows is likely to require an increase in the dimensions of the framing sections. This may have an adverse effect on the character of the building.



External rainwater goods, services and fittings

Original cast-iron rainwater gutters and downpipes should either be retained or, where necessary, replaced to match the original appearance and profiles. In specifying any new rainwater gutters and pipes, preference should be given to the use of metal (cast iron or aluminium). The use of uPVC for external pipework should be avoided. A consistent colour scheme should be adopted for all rainwater goods and other external fittings.

All external service fittings – such as vent terminals, conduits, air-conditioning fixtures, aerals, bin stores, etc – should be carefully designed and located. The addition of service fittings in prominent positions may be unacceptable. Consultation will be necessary prior to the addition of any such fittings to ensure that they are suitably designed and located, and to establish whether consent is required.

Internal layouts and partitions

The majority of airfield buildings have functional interiors that can sustain some degree of change without damage to their architectural or historical significance. It is recognised that these interiors will need to be adapted from time to time in response to new or changed uses (eg by subdivision of original spaces). However, the demolition of structural elements such as solid partition walls or staircases should be avoided, unless it is essential for the ongoing

use of the building. Great care should be taken with Listed buildings where the internal layouts are particularly well-preserved or where the interiors retain a strong decorative character (eg in officers' messes). Some buildings may also retain underground air-raid refuges that will also be subject to Listed building controls.

Internal finishes and fittings

Care should be taken to retain any original plasterwork, joinery, tiling and decorative features such as skirtings, architraves, picture rails, dados, doors and fireplaces. Evidence of previous uses or occupation – for example signage, fittings, murals and historic graffiti – should be retained in situ where possible and recorded where appropriate. In some instances original service installations that form an intrinsic part of the building's original function are of interest (e.g. the extraction plant in decontamination centres).

Internal services

Internal works in connection with central heating, air conditioning, plumbing, sanitary installations, security systems, fire detection, etc should be carefully planned so that their impact is minimised, especially where they relate to notable interiors. Such works will require consent if the local authority considers that they affect the special character of the Listed building. Management guidelines can help to clarify where such works are likely to require consent.



Co-ordinated Landscaping

The original character of aviation sites can easily be eroded by piecemeal changes to the landscaping, such as the inconsiderate addition of light fittings, signage, service pipes, sub-stations or fencing. It is therefore desirable, particularly in designated conservation areas, to maintain a consistent and sensitive approach to all elements of the landscape. Prior consultation with the local planning authority should be undertaken in respect of any such works to ensure that they are carefully designed and to clarify the need for any formal consent.

Hard landscaping

Different types of hard surfacing materials should not be allowed to proliferate. The replacement of original clinker ash paths with modern paving materials such as block pavements or concrete slabs should be avoided. Open areas between buildings should not be cluttered with miscellaneous items of hardware such as sub-stations for electrical and other services. Every effort should be made to locate these out of sight or to screen them with suitable fencing or planting. Exterior light fittings should be simple and unobtrusive.

Fencing and subdivision

Military airfields are characterised by secure boundaries and entrances controlled by guardhouses. Within this perimeter, most sites have an open-plan layout. The subdivision of former military sites into separate curtilages marked by walls and fences is bound to erode this essential aspect of their character. In residential areas the original boundary treatment - such as picket fences or hedges to delineate front gardens – should be retained or reinstated where possible.

Signage

The identification of individual buildings by a system of site numbers is characteristic of military sites and original painted signage of this type should be retained. A simple 'house style' for all external signage – whether on buildings or free-standing – is much preferable to uncontrolled proliferation of different styles. On sites with commercial uses, local authorities may wish to encourage a coordinated approach to signage by providing design advice and using their powers to control inappropriate forms of advertising.

Trees and grassland

Planting makes an important contribution to the character of aviation sites and to the quality of their environment. Trees and grassed areas were a significant element in the overall design of aviation sites dating from the inter-war period. Their purpose was to break up the appearance of sites as seen from the air and to allow them to blend into the rural landscape. Ornamental tree planting also played an important role in the character of the Rotor radar stations of the early 1950s.

The retention and, where necessary, replacement of trees with appropriate new species is encouraged. In any programme of tree planting, consideration

should be given to the historical pattern of planting on the site. Further research may be required to clarify the development of the landscape and to establish the significance of the surviving features. Sympathetic management of grassed areas, with appropriate mowing regimes, can produce considerable dividends for nature conservation, while also providing movement and colour.



Appendix F

Historic Aircraft associated with Old Sarum Airfield

Flying from Old Sarum 1917 - 2006¹

- Bristol Fighter 1924
- Dart 1926
- Horsley 1926
- Atlas 1931
- Audax 1933-39
- Hawker Hind 1935 - 37
- Hector 1937
- Lysander 1938
- Hurricane 1941
- Harvard 1941
- Tomahawk 1941
- Taylorcrafts 1941
- Auster 1942
- Sycamore 1961
- Whirlwind 1961
- Wessex 1963
- Optica light observation aircraft 1982
- Civilian aircraft (CAA Licence granted 1986)

¹ Atkins: August 2006