



Portway House Old Sarum, Wiltshire

Historic Environment Desk-Based Assessment



Document Ref.: 302630.1
December 2025



© Wessex Archaeology Ltd 2025, all rights reserved

Portway House
Old Sarum Park
Salisbury
Wiltshire
SP4 6EB

www.wessexarch.co.uk

Wessex Archaeology Ltd is a company limited by guarantee registered in England, company number 1712772. It is also a Charity registered in England and Wales number 287786, and in Scotland, Scottish Charity number SC042630. Our registered office is at Portway House, Old Sarum Park, Salisbury, Wiltshire, SP4 6EB.

Disclaimer

The material contained in this report was designed as an integral part of a report to an individual client and was prepared solely for the benefit of that client. The material contained in this report does not necessarily stand on its own and is not intended to nor should it be relied upon by any third party. To the fullest extent permitted by law Wessex Archaeology will not be liable by reason of breach of contract negligence or otherwise for any loss or damage (whether direct indirect or consequential) occasioned to any person acting or omitting to act or refraining from acting in reliance upon the material contained in this report arising from or connected with any error or omission in the material contained in the report. Loss or damage as referred to above shall be deemed to include, but is not limited to, any loss of profits or anticipated profits damage to reputation or goodwill loss of business or anticipated business damages costs expenses incurred or payable to any third party (in all cases whether direct indirect or consequential) or any other direct indirect or consequential loss or damage.

Document Information

Document title	Portway House, Old Sarum, Wiltshire
Document subtitle	Historic Environment Desk-Based Assessment
Document reference	302630.1

Client name	Wessex Archaeology Ltd
Address	Portway House Old Sarum Park Salisbury Wiltshire SP4 6EB

Site location	Portway House, Old Sarum
County	Wiltshire
National grid reference	415295 133649
Planning authority	Wiltshire Council

Project management by	Matt Rous
Document compiled by	Jon Sanigar
Graphics by	Jon Sanigar

Quality Assurance

Issue	Date		Author	Approved by
1	22.10.2025	Internal Draft	JS	MJR/MT
2	24.10.2025	Revised Internal Draft	JS	MJR
3	29.10.2025	Revised Internal Draft	MT	MT/MJR
4	20.11.2025	Revised Internal Draft	JS	MJR/MT
5	26.11.2025	Revised Internal Draft	JS/MJR	MT
6	02.12.2025	Revised Internal Draft	JS/MJR	MJR
7	17.12.2025	Revised Internal Draft	JS/MJR	



Contents

Summary.....	iii
Acknowledgements.....	iv
1 INTRODUCTION	1
1.1 Project background	1
1.2 Development proposals.....	1
1.3 Scope of document	1
1.4 Aims	2
1.5 Consultation	2
2 PLANNING BACKGROUND.....	3
2.1 Introduction.....	3
2.2 Designated heritage assets.....	3
2.3 National Planning Policy Framework.....	4
2.4 Local planning policy and guidance.....	5
3 METHODOLOGY	5
3.1 Introduction.....	5
3.2 Study Area.....	5
3.3 Sources	5
3.4 Site visit	6
3.5 Significance	6
3.6 Setting assessment	7
3.7 Assumptions and limitations	8
3.8 Copyright.....	8
4 BASELINE RESOURCE	8
4.1 Introduction.....	8
4.2 Site description and landscape context.....	8
4.3 Designated heritage assets.....	9
4.4 Non-designated heritage asset	10
4.5 Previous studies	10
4.6 Archaeological and historical context	11
4.7 Historic Landscape Character	18
5 ASSESSMENT OF ARCHAEOLOGICAL SURVIVAL, POTENTIAL AND SIGNIFICANCE	18
5.1 Previous Impacts and Survival	18
6 SETTING OF HERITAGE ASSETS	20
6.1 Introduction.....	20
6.2 Scoping exercise	20
6.3 Portway House	21
6.4 Old Sarum Airfield Conservation Area.....	28
6.5 Grade II Listed Old Sarum Airfield TA Headquarters	32
7 POTENTIAL DEVELOPMENT EFFECTS.....	35
7.1 Introduction.....	35
7.2 Statement of potential impact.....	35
8 CONCLUSIONS	40
8.1 General.....	40
REFERENCES	43
Bibliography.....	43
Historic Environment Records	44
Cartographic and documentary sources.....	44



Online resources.....	45
APPENDICES.....	46
Appendix 1: Terminology	46
Appendix 2: Legislative and planning framework	47
Appendix 3: Gazetteer	53
Appendix 4: List entry: Old Sarum Airfield: TA Headquarters.....	62
Appendix 5: Proposed development drawings – Portway House	64
Appendix 6: Proposed development drawings – New entrance to Portway House	65

Figures

Figure 1	Site Location Plan
Figure 2	Designated Heritage Assets
Figure 3	Previous Archaeological Investigations
Figure 4	Prehistoric to Roman Archaeological Remains
Figure 5	Anglo-Saxon to Modern Archaeological Remains
Figure 6	Undated Archaeological Remains
Figure 7	Historic Mapping of the Site

Front cover Portway House, viewed from the south

Photographs

Photo 1	Portway House viewed from the east, showing the Sick Quarters/Infirmary (also known as the Medical Block) in the foreground
Photo 2	Portway House viewed from the south, showing the Army Cooperation School Building in the foreground
Photo 3	The Haskard ranges viewed from the west
Photo 4	Portway House viewed from the north-east (from Lysander Road)
Photo 5	Modern timber fence that subdivides the former Administrative Area of Old Sarum Airfield between Portway House and the Grade II listed Old Sarum Airfield TA Headquarters
Photo 6	The car parking area at the rear (northwest side) of Portway House. Looking south-west towards the former Station Headquarters
Photo 7	Car parking front of (south-east side) of Portway House
Photo 8	Gap in the hedge allowing view of modern chain link fence, which separates the Site from the Portway
Photo 9	Modern industrial buildings in the former Administrative Area of Old Sarum Airfield
Photo 10	View south-westwards along the Portway from the Site boundary
Photo 11	Gap in the hedge allowing view of Portway House and fence line, viewed from the northwest
Photo 12	Old Sarum Airfield flying field
Photo 13	Grade II* listed hangar and Grade II listed workshops
Photo 14	Remains of recently burnt-out Grade II* listed double Hangar 3
Photo 15	Grade II listed former Station Headquarters viewed from the south (from Lancaster Road)
Photo 16	Grade II listed former Station Headquarters viewed from the west (from Portway)



Summary

Wessex Archaeology have prepared a Historic Environment Desk-Based Assessment for Portway House, Old Sarum, Wiltshire, centred on National Grid Reference (NGR) 415295 133649. This study is intended to support a planning application for proposed change of use of the Site from commercial to residential use that will require the subdivision of the building into individual apartments and a new vehicle and pedestrian entranceway into the Site from the road immediately to the north.

The aims of this study were to assess the known and potential heritage resource within the Site and the surrounding area, and to assess the likely impacts of the development proposals on this resource.

This assessment has identified a general background potential for archaeological remains of agricultural and peripheral domestic activity dating to the late prehistoric, based on known recorded prehistoric settlement activity is recorded c.130m to the north-west of the Site. There is also some potential for isolated funerary remains to also be present within the Site due to the presence of many Bronze Age barrows within the landscape. The Site lies adjacent to the route of a Roman road that the Portway follows today. An evaluation to the south-west of the Site recorded the two flanking ditches of this road, which allowed for the route of the road to be projected. The projection indicates that the Roman road passes through the north-western area of the Site, but the road could also deviate from this position also. Therefore, there is the potential for remains of the road and/or flanking ditches, roadside activity and late prehistoric activity, which would be of regional and local significance. The potential for unstratified prehistoric and Romano-British artefacts within the Site should also not be discounted.

Prior to the development of the Site and its environs in the First World War, the Site occupied an area of agricultural land throughout the medieval and post-medieval periods, and the 19th century. Therefore, potential medieval or post-medieval agricultural activity could be encountered within the Site. Historic mapping and aerial photographs of the Site, do not illustrate any modern features within the footprint of the proposed development. Although the potential for unstratified modern artefacts associated with airfield within the Site should also not be discounted.

To further clarify the presence/absence extent and significance of any archaeological remains that may be affected by development within the Site, a programme of investigations is likely to be required by the archaeological advisors at Wiltshire Council. This will likely include a watching brief.

This assessment has considered the potential effects of the change of use on the significance of designated and non-designated assets within and surrounding the Site, through development within the settings of those assets, where this will lead to a change in the contribution made by their settings to the significance of such assets. It has been established that the proposed change of use will result in no harm to the character and appearance of the Old Sarum Airfield Conservation Area or Grade II Listed Old Sarum Airfield TA Headquarters. Due to a carefully considered design that will result in no change to the exterior of Portway House, the installation of additional planting along the Portway, and the narrowness of the new entranceway the proposals will not harm the significance or materially change the experience of these designated heritage assets.

Current plans indicate the interior of Portway House will be subdivided into 20 one-two bed flats/apartments to be accessed from original entrances and retaining some of the original circulation. The Haskard Ranges will be subdivided into two apartments illuminated by natural light from the upper levels. The design has been carefully prepared so that the existing arrangement of openings will be retained with no new external windows and doors needed. The lack of alteration to the exterior of Portway House means the character and appearance of the Old Sarum Airfield Conservation Area will remain unchanged and arguably enhanced with the removal of the current modern temporary



structures along the north and east facing elevations as part of the proposed change of use. Additionally, the proposed development will enhance the character and appearance of the Conservation Area by removing obscuring vegetation and opening up an area that was otherwise closed along the Portway and allowing the important Haskard Ranges of the non-designated Portway House to be better appreciated and experienced.

Any proposals for the subdivision of Portway House would require a separate detailed planning application which would be supported by a heritage assessment of the building to include a statement of significance and assessment of impact.

This report has been produced in accordance with paragraph 207 of the National Planning Policy Framework (2024), the *Wiltshire Core Strategy*, and would be in line with the requirements of the 1990 Planning (Listed Buildings and Conservation Areas) Act (Sections 66 and 72).

Acknowledgements

Wessex Archaeology would like to thank Wiltshire Council for supplying the Historic Environment Record data.



Portway House Old Sarum, Wiltshire

Historic Environment Desk-Based Assessment

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology have prepared a Historic Environment Desk-Based Assessment for Portway House, Old Sarum, Wiltshire, SP4 6EB (hereafter, 'the Site'), centred on National Grid Reference (NGR) 415295 133649 (**Figure 1**). This study has been commissioned to support a planning application for the proposed change of use of the Site from commercial to residential use to be submitted to Wiltshire Council.

1.1.2 Portway House is a non-designated heritage asset comprising two former 1930s military buildings that were linked in 1999, set within grounds and car parking. The Grade II Listed Old Sarum Airfield TA Headquarters (NHLE ref: 1391603) is located to the immediate south-west of the Site, and the Site itself is located within the Old Sarum Airfield Conservation Area.

1.2 Development proposals

1.2.1 The proposed development will involve the subdivision of Portway House into a number of individual apartments and a new vehicle and pedestrian entranceway into the Site from the road named 'Portway' (alternatively 'the Portway') immediately to the north. This will include the removal of two established trees and replacement with four trees. The current access into the Site via Lysander Road will be closed off. Current proposal drawings are to be found in **Appendices 5-6**.

1.2.2 While Portway House will be subdivided, there will no change to the exterior of the non-designated heritage asset as part of the proposed development.

1.3 Scope of document

1.3.1 The assessment presented in this document covers the development of the Site as a result of the proposed change of use.

1.3.2 This assessment has been undertaken to determine, as far as is possible from existing information, the nature, extent and significance of the historic environment resource within the Site and its environs, and to provide an initial assessment of the potential impact of development on the heritage assets that embody that significance.

1.3.3 The Historic Environment, as defined in the *National Planning Policy Framework* (NPPF, MHCLG 2024): Annex 2, comprises:

'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'

1.3.4 NPPF Annex 2 defines a Heritage Asset as:

'a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).'

1.4 Aims

1.4.1 The specific aims of this assessment are to:

- outline the known and potential heritage assets within the Site based on a review of existing information within a defined study area;
- assess the significance of known and potential heritage assets through weighted consideration of their valued components;
- assess the potential impact of development or other land changes on the significance of the heritage assets and their setting; and
- make recommendations for strategies to mitigate potential adverse impacts arising from the proposed development.

1.5 Consultation

1.5.1 A request for Pre-Planning Application Advice was submitted to Wiltshire Council, and a response was received on 31st July 2025 (Ref: ENQ/2025/00328).

1.5.2 The Conservation Officer's response below:

Portway House is a very important unlisted building within the Old Sarum Airfield Conservation Area and has internal features that are believed to survive in only three similar buildings. The request refers to several potential uses of the building. Flats, hotel and school are all mentioned with regard to the preferred access direct from the Portway. The site sits with the Old Sarum Airfield CA and adjacent to listed buildings, including the II listed hangars. It is also within a designated industrial estate/employment area. The building sits within the Administrative character area of the CA and was Army School of Co-operation complex. As mentioned among the submission, the western block is a 'Haskard range', retaining its unusual viewing galleries. There is no doubt that this is a very significant building to the CA and as part of a group with the other LBs (especially the Headquarters building immediately to the west, now used by the TA). I'm not convinced that it doesn't deserve to be a listed building, even with replacement windows and a somewhat crudely knocked-up felt over-roof.*

The conversion of the building to flats may be possible without a significant degree of alteration and could enable retention of some of the larger spaces as open plan apartments, much as non-conformist chapels are treated. With suitable control (by legal agreements or conditions), it could give the building a reliable ongoing use. I would have hoped to see other potential non-residential uses explored more fully before supporting such a conversion, there are many small niche businesses in the area and maybe it would suit. The notion of a hotel or school seems ambitious, as a hotel it is surely far too small to be sustainable, although I could imagine the 'Haskard dining room'. My experience of schools is that they never have enough space and are constantly putting up portacabins and extensions...the very limited potential for these in this location (we've had some issues with the current occupant in that regard) should surely direct investment elsewhere.

The airfield has its original internal layout surviving, from which all its buildings were accessed, rather than from the Portway. Preservation of the unbroken Portway frontage (bar the entrance to the Grade II Listed TA HQ) is important to the distinctly separated character of the CA, as is preservation of the principal access to the building from the south. A new access would be harmful to the character of the CA and the setting of the listed TA building, and would, as 'less than substantial' harm, need to be outweighed by identifiable public benefits: these are not yet known.

1.5.3 The response regarding archaeological remains:

I have not consulted the archaeologist regarding the proposed change of use. However, with reference to the application for the temporary portacabins and Portway House extension, the archaeologist advised with reference to the Heritage Statement submitted then:

There is some identified archaeological potential within the area, particularly for prehistoric and Romano-British activity, although activity associated with the construction and use of Portway House is anticipated to have caused disturbance to earlier features. The minimal ground works associated with the erection of temporary cabins, which involved laying an area of tamped concrete 2 m wide along the east side of the cabins, did not expose any archaeological deposits or features.

Although there is currently little recorded evidence for archaeological activity within the immediate area of Portway House, there is considered to be some potential for below ground archaeological remains relating to prehistoric and Romano-British activity, as discussed above. The impact on any below ground archaeology will be dependent on the final design of the extension, its location and the nature of any groundworks

I have no comment to make in regard to the extension of planning permission 18/07607/FUL and on the proposal to erect two portacabins to the rear of Portway House. It is possible that I may ask for the archaeological monitoring of groundworks associated with the construction of the small single-story extension to Portway House, depending on the scale of the development and the likelihood of previous modern disturbance there. I will comment further on this matter when a planning application is made in future.

2 PLANNING BACKGROUND

2.1 Introduction

2.1.1 There is national legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the *Town and Country Planning Act 1990*. In addition, local authorities are responsible for the protection of the historic environment within the planning system.

2.1.2 The following section summarises the main components of the national and local planning and legislative framework governing the treatment of the historic environment within the planning process. Further detail is presented in **Appendix 2**.

2.2 Designated heritage assets

2.2.1 A designated heritage asset is defined in NPPF Annex 2 as:

'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'

2.2.2 Statutory protection is provided to certain classes of designated heritage asset under the following legislation:

- *Planning (Listed Buildings and Conservation Areas) Act 1990;*
- *Ancient Monuments and Archaeological Areas Act 1979; and*
- *Protection of Wrecks Act 1973*

2.2.3 The *Historic Buildings and Ancient Monuments Act 1953* makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields). This duty was given to the Historic Buildings and Monuments Commission for England (then English Heritage, now Historic England) under the *National Heritage Act 1983*.

2.2.4 The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV); 'cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity'. The United Kingdom is a signatory of the *UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage 1972*. England protects its World Heritage Sites and their settings, through the statutory designation process and through the planning system.

2.2.5 Further information regarding heritage designations is provided in **Appendix 2**.

2.3 National Planning Policy Framework

2.3.1 The *National Planning Policy Framework (NPPF)* was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

2.3.2 Section 16 of the NPPF, entitled *Conserving and enhancing the historic environment*, sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process.

2.3.3 The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent and holistic approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.

2.3.4 To summarise, government guidance provides a framework which:

- recognises that heritage assets are an irreplaceable resource;
- requires applicants to provide proportionate information on the significance of heritage assets affected by the proposals and an impact assessment of the proposed development on that significance;
- takes into account the desirability of sustaining and enhancing the significance of heritage assets and their setting;

- places weight on the conservation of designated heritage assets, in line with their significance; and
- requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and impact, and to make this evidence (and any archive generated) publicly accessible.

2.3.5 A selection of excerpts from NPPF Section 16: Conserving and enhancing the historic environment is presented in **Appendix 2**.

2.3.6 Further additional guidance intended to accompany the NPPF is provided in the Planning Practice Guidance (PPG) web-based resource¹.

2.4 Local planning policy and guidance

2.4.1 The Site is situated within the administrative boundaries of Wiltshire Council, which adopted its Core Strategy in January 2015 (Wiltshire Council 2015). Wiltshire Council is also in the process of undertaking a Local Plan Review. This is intended to update the existing local plan and set out local planning policy through to 2038. It is currently under consultation and is expected to be adopted in 2025 (Wiltshire Council 2023).

2.4.2 Local planning policies that relate to the historic environment and may be relevant to the proposed development are presented in **Appendix 2**.

3 METHODOLOGY

3.1 Introduction

3.1.1 The methodology employed during this assessment was based upon relevant professional guidance, including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA 2014, revised 2020).

3.2 Study Area

3.2.1 A Study Area was established within a 1 km radius of the Site boundary. The recorded historic environment resource within the Study Area was considered in order to provide a context for the discussion and interpretation of the known and potential resource within the Site.

3.3 Sources

3.3.1 Several publicly accessible sources of primary and synthesised information were consulted. These comprised:

- the National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets;
- the Wiltshire Historic Environment Record (WHER), comprising a database of recorded archaeological sites, find spots, and archaeological events within the county;

¹ <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

- relevant national, regional and thematic Research Frameworks e.g., South West England Research Framework (Webster 2007);
- Aerial photography available through Historic England's Aerial Photo Explorer platform;
- national heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, PastScape and the National Record of the Historic Environment (NRHE) Excavation Index;
- historic manuscripts, surveyed maps, and Ordnance Survey maps accessible online; and
- relevant primary and secondary sources held in Wessex Archaeology's own library. Both published and unpublished archaeological reports relating to excavations and observations in the vicinity of the Site were studied.

3.3.2 Sources consulted during the preparation of this assessment are listed in the references section of the report.

3.4 Site visit

3.4.1 The Site was visited on 13th October 2025. Weather conditions were dry and clear. A fieldwork record comprising digital photography is held in the project archive.

3.4.2 The aim of the Site visit was to assess the general aspect, character, condition and setting of the Site and to identify any prior impacts not evident from secondary sources. The Site visit also sought to ascertain if the Site contained any previously unidentified features of archaeological, architectural or historic interest.

3.4.3 A key objective of the Site visit was the gathering of observations upon which to assess the potential for the change of use to affect the settings of heritage assets (see **Section 3.6**).

3.5 Significance

3.5.1 Significance (for heritage policy) is defined in NPPF Annex 2 as:

'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

3.5.2 The interests as listed in the NPPF are further defined in Historic England's (2019) *Statements of Heritage Significance: analysing significance in heritage assets*. These are:

- Archaeological Interest: there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point;
- Architectural and Artistic Interest: these are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and

decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture; and

- Historic Interest: An interest in past lives and events (including prehistoric). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

3.5.3 This assessment was also informed by the advice published by Historic England in the document entitled *Managing Significance in Decision-Taking in the Historic Environment: historic environment good practice advice in planning note 2* (2015).

3.6 Setting assessment

3.6.1 Annex 2 of the NPPF defines the setting of a heritage asset as:

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

3.6.2 Historic England's guidance on *The Setting of Heritage Assets: historic environment good practice advice in planning note 3* (GPA3) (2017, 4) states that:

'Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated.... Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.'

3.6.3 When undertaking settings assessment, intervisibility between the development and a heritage asset does not, in and of itself, constitute an adverse effect to significance. A specific adverse effect on the significance of an asset, occurring as a result of changes within its setting, must be identified in order for 'harm' to be deemed to occur.

3.6.4 The setting assessment was guided by GPA3, which advocates a systematic and staged approach to the assessment of the effects of development:

- Step 1 of the approach is to 'identify which heritage assets and their settings are affected';
- Step 2 requires assessment of 'the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated';
- Step 3 is to 'assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it';
- Step 4 is to explore ways to 'maximise enhancement and avoid or minimise harm'; and
- Step 5 is to 'make and document the decision and monitor outcomes'.

3.6.5 In accordance with Step 1, a scoping exercise was undertaken to identify those assets to be scoped in and out of further assessment based on an initial review and the results of the

site visit. For each identified asset taken forward for assessment, the following are provided (in accordance with Step 2):

- a description of the asset;
- a brief statement outlining their significance (highlighting the interest that principally constitutes its significance); and
- a description of its setting and how that contributes to the asset's significance.

3.6.6 An indicative assessment of the likely effect on the significance of the heritage asset(s) caused by the change in setting due to the proposed development was then undertaken and where appropriate ways to minimise harm and provide enhancement explored (Steps 3 to 4).

3.6.7 Step 5 was not included as part of this assessment, as this is the responsibility of the Local Planning Authority.

3.7 Assumptions and limitations

3.7.1 Data used to compile this report consists of secondary information derived from a variety of sources, only some of which have been directly examined for the purposes of this Study. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.

3.7.2 The records held by the WHER are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude the subsequent discovery of further elements of the historic environment that are, at present, unknown.

3.8 Copyright

3.8.1 This report may contain material that is non-Wessex Archaeology copyright (e.g., Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the *Copyright, Designs and Patents Act 1988* with regard to multiple copying and electronic dissemination of the report.

4 BASELINE RESOURCE

4.1 Introduction

4.1.1 The following section provides a summary of the recorded historic environment within the Study Area, compiled from the sources summarised above and detailed in the references section of this report. The aim is to identify the known and potential components of the historic environment (heritage assets) that could be affected by the proposed development.

4.2 Site description and landscape context

4.2.1 The Site (**Photos 1 to 3**) encompasses the plot that contains Portway House, measuring c.0.4 ha in size, which is located within the Old Sarum Park commercial/industrial estate on the southeast side of the Portway Road, c.3.7 km north-east of Salisbury city centre. Since 1988 it has been in commercial use as the offices of Wessex Archaeology Ltd.

- 4.2.2 Portway House is an unlisted building located within part of Old Sarum Airfield formerly known as the Administrative Area. It comprises two former military buildings known as the Sick Quarters/Infirmary (or Medical Block) and the Army Cooperation School Building constructed in c.1933 and c.1936 respectively, which were connected in 1999-2000 by the construction of a single-storey Link Block. It lies within the northern area of the Old Sarum Conservation Area and is adjacent to the Grade II listed former Station Headquarters (now the TA Headquarters) building, dated 1935-36.

Geology

- 4.2.3 The Site occupies an area of Newhaven Chalk Formation - Chalk. A sedimentary bedrock formed between 86.3 and 72.1 million years ago during the Cretaceous period (BGS 2025).
- 4.2.4 There are no superficial geological deposits within the Site or its environs.

4.3 Designated heritage assets

Site

- 4.3.1 There are no Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields or World Heritage Sites within the Site.
- 4.3.2 The Site is located within the Old Sarum Airfield Conservation Area (**Figure 2**). The Conservation Area covers the Flying Field, the First World War technical area, the remains of the Administrative Area, the Machine-gun Range, and all the surviving domestic areas dating from the 1920s to the 1960s.

Study Area

- 4.3.3 Located within the Old Sarum Airfield Conservation Area are four Listed Buildings: one Grade II* Listed and three Grade II Listed (**Figure 2**). The Grade II* Listed Building comprises the Three Former World War One Aircraft Hangars at Old Sarum Airfield (NHLE: 1355710), the nearest Listed Building to the Site is the Grade II Listed Old Sarum Airfield TA Headquarters (NHLE: 1391603).

Located within the Study Area is one Scheduled Monument, the 'Ende Burgh' Long Barrow (NHLE: 1005688) located c.650m to the north-east of the Site (**Figure 2**).



Photo 1. Portway House viewed from the east, showing the Sick Quarters/Infirmary (also known as the Medical Block) in the foreground



Photo 2. Portway House viewed from the south, showing the Army Cooperation School Building in the foreground



Photo 3. The Haskard ranges viewed from the west

4.4 Non-designated heritage asset

- 4.4.1 Located within the Site is the is non-designated Portway House (**Figure 2**). It was formerly the Sick Quarters/Infirmary or Medical Block (at its eastern end), and the Army Cooperation School Building (at its western end), constructed in c.1933 and c.1936.

4.5 Previous studies

- 4.5.1 A total of 65 previous archaeological investigations are recorded within the Study Area, comprising desk-based assessments, fieldwalking surveys, watching briefs, trial trench evaluations, excavations and geophysical surveys. Only those previous archaeological investigations relevant to understanding the archaeological potential of the Site will be discussed within this assessment.
- 4.5.2 Previous archaeological investigations obtained from the WHER, and other sources are listed in **Appendix 3** and illustrated in **Figure 2**.

Site

- 4.5.3 One watching brief was undertaken within the Site by Wessex Archaeology in 1999/2000 (WHER: EWI5027). The works recorded no artefacts, remains or deposits (Wessex Archaeology 2000).

Study Area

- 4.5.4 An evaluation and excavation were carried out c.100m to the north-west of the Site by Wessex Archaeology in 2021 and 2022 (EWI10114 and EWI10258). The evaluation recorded ditches, pits and postholes representing prehistoric activity (Wessex Archaeology 2021b). The subsequent excavation recorded additional features that formed part of a ring, c.4.5m in diameter, of seven postholes. The post-ring was probably the remains of a small, late prehistoric (e.g., later Bronze Age/Early Iron Age) roundhouse. In addition, three undated pits/postholes and three tree throws/quarry pits (Wessex Archaeology 2022).
- 4.5.5 An evaluation undertaken c.70m to the south-east of the Site by Wessex Archaeology in 2007 (EWI7556) confirmed the location of the Portway Roman Road c.680m to the south-west of the Site, but no other Roman activity, as well as a single medieval agricultural feature (Wessex Archaeology 2007).
- 4.5.6 A series of evaluations were carried out c.70m to the north and c.150m to the west of the Site by Wessex Archaeology in 2003 (EWI6358 and EWI6584). These works investigated the Wessex Linear ditches, and revealed a Bronze Age pit, an Early- Middle Iron Age gully, small quantities of residual Romano-British pottery and medieval drainage ditches (Wessex Archaeology 2004).
- 4.5.7 Two watching briefs were undertaken c.200m to the west of the Site by Wessex Archaeology. The first was carried out in 2010 (EWI8970) and recorded two potential prehistoric gullies and fragments of animal bone from a tree throw (Wessex Archaeology 2010). The second was carried out in 2017 (EWI8993) and recorded a series of two gullies (Wessex Archaeology 2018).
- 4.5.8 Where relevant, the results of these investigations are discussed in further detail in **Section 4.5**.

4.6 Archaeological and historical context

- 4.6.1 The following section summarises the archaeological and historical development of the Site and the Study Area, compiled from the sources listed above. The potential for the likelihood of as yet unrecorded archaeological remains within the Site is informed by the consideration of the known heritage assets within the Study Area, in conjunction with the geology and topography of the area.
- 4.6.2 Records obtained from the NHLE, WHER and other sources are listed in **Appendix 3** and illustrated on **Figures 4, 5** and **6**.

Palaeolithic and Mesolithic (970,000 to 4,000 BC)

- 4.6.3 There is a complete lack of Palaeolithic and Mesolithic archaeological remains within the Study Area recorded in both the WHER and in national datasets, namely the Palaeolithic and Mesolithic Lithic Artefact database (Jacobi 2014) and The English Rivers Project (Mephram 2009). Considering the quantity of archaeological investigation undertaken in this area, this likely represents a genuine scarcity of such remains. The closest area in which there may be an elevated potential for Palaeolithic and/or Mesolithic archaeological remains

to be present would be along the gravel terraces and alluvial deposits associated with the River Bourne, at the south-eastern edge of the Study Area.

Neolithic (4,000 to 2,400 BC)

- 4.6.4 There are no known recorded Neolithic archaeological remains within the Site, but evidence of the period is recorded within the Study Area.
- 4.6.5 Securely dated Neolithic archaeological features are relatively rare within the Study Area, by comparison to Bronze Age and Iron Age features.
- 4.6.6 The nearest evidence of the Neolithic is recorded c.130m to the north-west of the Site (WHER: MWI78285). The remains comprise Late Neolithic/Early Bronze Age pits that contained Beaker pottery and worked flint (Wessex Archaeology 2022).
- 4.6.7 Additional remains comprise a single pit c.530m south of the Site (WHER: MWI75624), a polished flint axe (WHER: MWI10834). The pit contained important artefactual assemblages, including lithics, pottery, a flint ball and a roughout antler mace head, with the southern pit has been interpreted as nationally significant (Wessex Archaeology 2015).
- 4.6.8 Investigations in the Study Area have encountered large numbers of undated features, (pits, ditches, gullies and post-holes – **Figure 6**) overlain by topsoil containing substantial quantities of unstratified Neolithic flint across the Study Area (e.g. Wessex Archaeology 2013a). This indicates that Neolithic settlement likely extended beyond these securely datable features and spanned both the floodplain and the gentle slopes surrounding the Site.
- 4.6.9 As discussed above, there are various interpretations of the End Burgh Scheduled Monument c.650m to the north-east of the Site (NHLE 1005688; WHER MWI10952), including that it was originally constructed as a Neolithic long barrow. Whilst this interpretation is uncertain, it does highlight the potential for the slopes surrounding the Site, which overlook the Bourne valley to the south-east, to have already had some importance as a site of monumental funerary activity in the Neolithic.
- 4.6.10 Overall, the findings of the previous archaeological investigations undertaken within the Study Area indicate a general background potential for Neolithic archaeological remains to be present within the Site. Any such remains would likely be limited to isolated pits and other limited evidence of domestic or agricultural activity. This includes a potential for further significant collections of artefactual material.

Bronze Age (2,400 to 700 BC)

- 4.6.11 No archaeological remains dating to the Bronze Age are recorded within the Site. Archaeological evidence of Bronze Age activity within the Study Area falls into three categories, settlement, agricultural and funerary.

Settlement

- 4.6.12 Settlement dating to the Bronze Age is limited within the Study Area, although an excavation recorded a single Late Bronze Age/Early Iron Age roundhouse c.130m to the north-west of the Site (WHER: MWI78286). This feature comprised a series of postholes that were arranged semi-regularly, 1–2 m apart, in a ring with a diameter of approximately 4.5 m. Finds came from four of the seven postholes, including five sherds of later prehistoric pottery (possibly later Bronze Age/Early Iron Age) (Wessex Archaeology 2022).

Wessex Linear Ditches

- 4.6.13 The second of these is dominated by a Wessex Linear, a monumental landscape boundary which has been recorded in the WHER as both Bronze Age and undated c.350m to the south-west and c.320m to the south of the Site (WHER: MWI11299, MWI11012). Although largely archaeologically sterile, some areas have yielded Middle to Late Bronze Age pottery and show long-term use of the boundary through repeated recuts. Whilst there is a gap between these two known recorded features, they would have likely joined up and on an orientation of north-west to south-east.
- 4.6.14 In addition to the Wessex Linear, large numbers of cropmarks and geophysical anomalies suggest a substantial portion of the north, west and south of the Study Area contain archaeological features likely of Bronze Age date (e.g. WHER: MWI11311, MWI10996, MWI11001). These features appear to be the remains of systems of field boundaries, trackways and livestock enclosures. Whilst few of these features have been excavated or yielded Bronze Age dating, soil samples recovered from beneath the Romano-British Portway Roman Road c.630m south-west of the Site indicates that the area had likely been subject to arable cultivation during the Bronze Age (Wessex Archaeology 2007). Again, the large quantity of undated features (namely post-holes, gullies, pits and ditches) identified across the Study Area (**Figure 6**) are at least in part likely to be indicative of more extensive archaeological remains of late prehistoric settlement.

Barrows

- 4.6.15 The third (funerary) group of features consist of cropmarks and geophysical anomalies indicative of barrow ring ditches, concentrated across a plateau c.240m+ to the north-east of the Site (e.g. WHER: MWI10955, MWI10968, MWI10957, MWI10967, MWI10969, MWI10958, MWI10950, MWI10951, MWI10948, MWI11029, MWI10866, MWI10949 and MWI10953). A cluster of additional barrows were recorded c.330m to the west (WHER: MWI11300 and MWI11301). Again, only a small proportion of these have been subject to excavation, though these have revealed cremated and buried human remains and provided Bronze Age dating evidence. The concentration of burial mounds on chalk downland overlooking river valleys is common across this part of Wiltshire and there is some potential for as yet unidentified barrows (in addition to satellite burials) to be present elsewhere within the Study Area, including the Site. The Site is located at a similar elevation to the other barrows and has similar views over the Bourne Valley and has not been investigated through aerial photography or geophysical survey, due to its development as part of the First World War airfield.

Iron Age (700 BC to AD 43)

- 4.6.16 Evidence of the Iron Age is not recorded within the Site, but evidence of the period is recorded within the Study Area.
- 4.6.17 The archaeological investigations undertaken within the Study Area have yielded evidence of settlement and agricultural activity dating to the Iron Age. Primarily, this includes the remains of a small, enclosed settlement, located c.880m north of the Site (WHER: MWI11310). Cropmarks indicating the remains of a second undated enclosed settlement have been identified c.520m to the north-east of the Site (WHER: MWI10980). This second enclosure remains undated, and the collection of third century pottery from the surface may indicate a Late Romano-British date (Stone and Phil 1935). However, the Portway Roman Road runs through it without any break in the boundary, and it is possible that the settlement also dates to the Iron Age (WHER: MWI10890).

- 4.6.18 A small number of excavated pits and gullies have been dated to the Iron Age outside of these enclosures (WHER: MWI10867, MWI10881), located c.320m and c.990m to the north of the Site. These may be the remains of activity peripheral to the enclosures or the remains of additional unenclosed settlements.
- 4.6.19 It is also likely that at least some of the undated features which cross much of the Study Area also date to the Iron Age. The repeated recutting of the Wessex Linear which runs north-west/south-east through the Study Area likely indicates that it persisted as a boundary into the Early Iron Age (WHER: MWI11299, MWI11012). Soil samples taken from immediately beneath the Portway Roman road, c.630m south-west of the Site, indicate that the Late Iron Age/Early Romano-British landscape through which it was constructed consisted of open pasture, at least in this area (Wessex Archaeology 2007).
- 4.6.20 The investigations undertaken in the area immediately surrounding the Site have not yielded any evidence that the Site was located within any enclosed settlements and none of the mapped linear features appear to be extending towards the Site, apart from the Late Bronze Age to Early Iron Age roundhouse recorded c.130m to the north-west. It can be considered that the Site likely lay within the agricultural hinterland of the known recorded settlement sites within the landscape.

Romano-British (AD 43 to AD 410)

- 4.6.21 Known recorded archaeological remains dating to the Romano-British period are not recorded within the Site, although evidence of the period is recorded within the Study Area.
- 4.6.22 The Site is located c.1.5 km north-east of Old Sarum hillfort (NHLE: 1015675), the suggested location of the historically attested Roman town of *Sorviodunum*. Truncation by later phases of activity and limitations in the nature and extent of previous investigations have limited the understanding of the Romano-British history of Old Sarum; however, it appears likely that this was the closest major settlement during the period.
- 4.6.23 Three of the major Roman roads linked to Old Sarum run through the Study Area.
- The projected route of one runs south-west/north-east, c.830m south of the Site WHER: (MWI10888) and links Old Sarum to Winchester (*Venta Belgarum*). Archaeological remains have been confidently identified the road through archaeological evaluation 940 m south-west of the Site, consisting of an agger (raised surface) and double flanking ditches (Wessex Archaeology 2007).
 - The second lies to the immediate north-west of the Site on an orientation of north-east to south-west and connects to Silchester (*Callewa Atrebatum*) (WHER: MWI10890, MWI11138). The two ditches that once flanked the road were recorded c.610m to the south-west of the Site (Wessex Archaeology 2007). Following a straight line from these two parallel ditches the route of the Roman road can be projected (**Figure 4**), suggesting perhaps that the Roman road and its flanking ditch passes through the north and north-western area of the Site.
 - The third road is c.870m to the west of the Site (WHER: MWI11156) and would have been the route between Old Sarum and Mildenhall.
- 4.6.24 The Site's position within the agricultural hinterland of a major settlement and immediately adjacent to a Roman road indicate a generally high potential for remains of rural settlement to be present within the Site. However, the only other confidently dated Romano-British feature identified within the Study Area consists of a single ditch (WHER: MWI11279)

located c.580m to the west of the Site, though again, it is likely that other undated remains recorded within the Study Area date to this period, such as a ditch that lies parallel to the Portway c.380m to the south-west (WHER: MWI11175).

- 4.6.25 It is possible that the undated enclosed settlement, c.520m to the north-east of the Site (WHER MWI10980), has the potential to date to the Romano-British period as well, although this is only conjectured on the basis of third century pottery (WHER: MWI10889) recovered from the surface (Stone and Phil 1935). The remains have not been excavated and have only been identified as cropmarks. The WHER records the excavation of a Romano-British corn dryer within the enclosure, though this appears to relate to an excavation undertaken 3 km to the south-east (WHER: MWI10889; Trott 1991).
- 4.6.26 As noted above, it is also possible that at least part of the End Burgh Scheduled Monument (NHLE: 1005688; WHER: MWI10952) consists of the remains of two Romano-British burial mounds. The nature of its excavation means that this interpretation is uncertain and there is currently no evidence to indicate that any further Romano-British roadside funerary remains are present within the Study Area. These monumental features are relatively rare, and more discrete inhumations and cremations would be more common.
- 4.6.27 Consequently, whilst the archaeological record indicates a relatively modest potential for Romano-British archaeological remains to be present within the Site, there remains a general background potential for such remains to be present. This primarily consists of a potential for agricultural remains (namely ditches forming field boundaries and livestock enclosures) but there is also a limited potential for roadside funerary remains to be present.

Saxon, medieval and post-medieval (AD 410 to 1800)

- 4.6.28 The hillfort at Old Sarum appears to have been refortified during the Saxon period and there is documentary evidence of a Saxon burh and mint at the Site. The Domesday survey of 1086 recorded a population of 102 households putting it in the largest 20% of settlements recorded in Domesday (Powell-Smith 2025). In addition, another Saxon settlement named Chisenbury was recorded in the Domesday Survey c.1.2 km to the south with a population of 22 households.
- 4.6.29 After the Norman Conquest (1066), the site was modified by the construction of a royal motte and bailey castle as well as an ecclesiastical precinct with a cathedral and bishop's palace within its defensive circuit. In addition, there are the remains of medieval extra-mural settlement around the hillfort (NHLE: 1015675).
- 4.6.30 Evidence of the Anglo-Saxon, medieval and post-medieval periods are not recorded within the Site, although evidence of these periods is recorded within the Study Area.
- 4.6.31 Within the Study Area the only confirmed Anglo-Saxon activity are burials located in the 19th century during the excavation of Ende Burgh long barrow (NHLE 1005688; WHER MWI10909), a brooch c.750m to the south-west (WHER: MWI10910), and a coin recorded c.940m to the south-east (WHER: MWI10911).
- 4.6.32 In the 13th century Salisbury cathedral and town were established and the bishopric moved there in 1219. This was followed by the dissolution of the old cathedral at Old Sarum in 1226. By the early 14th century, the settlement at Old Sarum was largely abandoned and in 1322 the demolition of the castle was ordered by Edward II. By 1514 the site had been totally abandoned although the town continued as a 'rotten borough' sending Members of Parliament to Westminster until disenfranchised by the Reform Act of 1832.

- 4.6.33 Evidence of medieval period is limited to recorded artefacts c.880m to the west of the Site (WHER: MWI11230), perhaps highlighting the potential medieval agricultural character of the landscape that the Site occupies.
- 4.6.34 A selection of early maps of the Site is the 1773 Andrews and Drury map of Wiltshire (**Figure 7: A**), the 1807 Ordnance Survey (**Figure 7: B**) and the 1888 Ordnance Survey map (**Figure 7: C**). These maps depict the Site as occupying an open area of land alongside the Portway, which suggests that the Site was agricultural in character, likely from the medieval period until its environs were developed in the early 20th century.
- 4.6.35 The only detailed mapping of the Site predating the Ordnance Survey (OS) is the 1842 Laverstock Parish Tithe map (not reproduced), showing the area as a blank space within an arable field, bounded by the Portway to the north-west.

Old Sarum Airfield: 1917 to present

- 4.6.36 The airfield at Old Sarum (WHER: MWI10939) was one of the earliest military airfields, the pasture having been purchased by the War Department in 1917, for the Royal Flying Corps. The Royal Air Force was established as a separate service the following year (1918).
- 4.6.37 A selection of Ordnance Survey maps on **Figure 7** illustrates the development of part of the airfield over time from 1888 to 1947 (focused on the Site).
- 4.6.38 The land is depicted on the 1901 Ordnance Survey map (not reproduced) as a greenfield site. The chosen location was originally named Ford Farm Airfield after the nearby village. Ford House (since demolished) was probably taken over 'informally' in 1917 with the airfield and used to house the Station Commander. In 1921 the Air Ministry issued a compulsory purchase order for some 310 acres to extend the airfield, which included the house.
- 4.6.39 Initial developments at the airfield included three pairs of General Service with Belfast truss style hangars (WHER: MWI31995), c.45m to the south of the Site, built alongside the Portway together with many wooden huts. An aerial photograph shows that much of the early accommodation was tents. Following a fire in April 2025, only one single and one double First World War General Service hangars are still preserved. The airfield was initially used for the training of Day Bomber Squadrons equipped with De Havilland DH9 aeroplanes and then for other training units. In the spring of 1918, No. 11 Training Depot Station formed at Old Sarum together with an Artillery Cooperation Squadron and both remained there until the end of 1919.
- 4.6.40 Post-1918, there was initially a considerable decrease in the number of military airfields, and Old Sarum was one of the few airfields to be retained by the RAF. During the later 1920s, the remaining aerodromes were slowly improved and the early 1930s was marked by the beginning of a co-ordinated reconstruction programme (Brown et al. 1995, 107).
- 4.6.41 Following the *Recommendations of the 136th Meeting of the RAF Building Sub-Committee 1932-1933*, development works took place at the airfield with a new Domestic Site located to the north of the Portway on the site of a previous parade ground. In addition to the development to the north of the Portway, a Camera Obscura and the Sick Quarters/Infirmary of Portway House, which forms the eastern end of Portway House, were erected (Atkins 2006).
- 4.6.42 The next phase of development came about as a result of the RAF Expansion Scheme which took place between 1934 and 1937. This included the officers' mess and quarters (now Throgmorton Hall) built in 1934, the Station Headquarters (now the Grade II Listed TA

Headquarters) built 1935-36 and an Ambulance Garage, which was built in 1935 under RAF Expansion Scheme 'C'. The garage originally stood between the Portway House Army Cooperation School Building and the Medical Block until removed in 2000 to make way for the construction of the Link Block.

- 4.6.43 The Army Cooperation School Building that forms the western end of Portway House was constructed c.1936 (ibid) as part of RAF Expansion Scheme 'F'. Once built, the School of Artillery and Infantry Cooperation moved to Old Sarum from Stonehenge where courses were run particularly for Army and RAF pilots and observers, although officers from all three services attended courses. It provided training for international personnel as well as UK forces. The School was operating as No 1 School of Army Cooperation, in 1939, when large aircraft such as Bristol Blenheims were being flown from the base.
- 4.6.44 Training at Portway House took place in classrooms within the main School Building and in the rear Haskard Ranges - so-called after its inventor, Lt-Col Haskard. Haskard Ranges were a relatively new target range training device, first introduced at RAF Hawkinge in 1934 (Battle-of-Britain-diary website).
- 4.6.45 By the end of 1936, Old Sarum Airfield had the appearance of a typical Expansion Period airfield. It comprised neo-Georgian administration and domestic buildings from the 1930s, supported by the earlier First World War technical buildings and hangars (Atkins 2006, 19-20).
- 4.6.46 Historic mapping from 1936-1939 depicts a V-shaped feature to the south-west of Portway House (**Figure 7: E**), which could be interpreted as an air-raid trench. Although, aerial photography from 1945² depicts the Site in detail. Located in between Portway House and the Old Sarum Airfield TA Headquarters are small buildings of unknown use. These were built over the air-raid trench and later joined up with Old Sarum Airfield TA Headquarters.
- 4.6.47 Early in the Second World War, the first Royal Canadian Air Force Unit (110 Sqn.) was based at Old Sarum, which was then used as a base for anti-invasion coastal patrols flying Lysanders. Fighter recce units were introduced in September 1940. The principal work of the base for the next four years was the formation and training of Air Observation Units. During the war, the airfield was attacked. On October 21st, 1940, the airfield was strafed from low level by a Junkers aircraft and on May 11th - 12th 1941, incendiary and high explosives bombs were dropped by an enemy aircraft burning out one hangar, the Sergeants' Mess and the Signals Section.
- 4.6.48 In February 1944, Old Sarum was needed as a maintenance depot for vehicles, which were to be used in the D-Day landings. Known for a short time as No 41 Operations Training Unit (41 OTU), in December 1944 the No 1 School of Artillery and Infantry Cooperation became the RAF School of Air Support (which included the Royal Navy), and the main role was classroom and battlefield demonstrations.
- 4.6.49 By 1947, Old Sarum had become the School of Land/Air Warfare giving courses to all three Services. Although there were a number of changes in the units and titles, the Station appears to have largely continued in its role of joint services training (from 1963 as the Joint Warfare Establishment), until 1971, when it was transferred to the Army Department for the

² [raf_106g_uk_915_rs_4234 - Aerial Photo | Historic England](#)

training of soldiers in air related subjects. Limited flying continued from the airfield until 1978 when 622 Gliding School left for Upavon.

- 4.6.50 Old Sarum was closed as a military base in 1979, although some buildings were retained by the Department of the Environment. For a time, the airfield was then an unlicensed landing ground for light aircraft. The remaining land and buildings were sold by the Property Services Agency in 1988 for Commercial Development.
- 4.6.51 Since the withdrawal of the military, new uses have been found for the Old Sarum airfield. The field itself is now used as a base for recreational flying, three flying schools and parachuting operations. Most of the former military buildings were demolished following the sale and industrial redevelopment of the area presently known as Old Sarum Park, although some of the history of the airfield is recalled by the names of some of the roads in the estate, for example 'Lysander Road'.
- 4.6.52 Wessex Archaeology moved into the Portway House buildings in 1988 from a site in central Salisbury. Structural changes have been limited but include the creation of a covered area adjoining the eastern end of the Medical Block for processing of environmental samples in the late 1990s. In June 1999, permission was granted for the demolition of the former ambulance garage, which was latterly in use as an equipment store, to make way for the present Link Block, which was constructed in 2000 (application ref: S/1999/0637). A watching brief to monitor the groundworks for the link block (November 1999-February 2000; WHER: EWI5027) revealed no archaeological remains (Wessex Archaeology 2000).
- 4.6.53 In the 21st century, the 1980s housing on the north side of the Portway was redeveloped to form the Old Sarum Meadows residential estate.

4.7 Historic Landscape Character

- 4.7.1 The WHER records the Historic Landscape Character (HLC) of the Site as a *Business Park* and described as – “*This modern business park had been developed in an area of land that appears to have been an open area in the past - possibly grassland. The 1 ed 6" OS map shows no clear arable parcel*”. This description alone reflects its late-20th/early-21st century development as a light industrial site and has negligible heritage value.
- 4.7.2 However, arguably the Site occupies a historic landscape character dating to the 1930s due to its perceivable link to the Second World War phase of the airfield, with First World War, Interwar and Second World War buildings within the Site and within its environs as it forms part of the Old Sarum Airfield Conservation Area. Therefore, the Site can be considered as being within a landscape with a distinct character setting as defined by the Old Sarum Conservation Area. The modern business park boundary arguably begins to the immediate south-west and north-east of the Site.

5 ASSESSMENT OF ARCHAEOLOGICAL SURVIVAL, POTENTIAL AND SIGNIFICANCE

5.1 Previous Impacts and Survival

- 5.1.1 A review of the available cartographic, documentary and aerial photographic evidence indicates that the Site remained undeveloped until the early 20th century when Old Sarum Airfield began to be developed.
- 5.1.2 Areas of low to moderate levels of impact within the Site can be considered as those activities associated with the construction of car parking areas and ancillary buildings such as temporary office spaces and outside working areas. These impacts may have truncated

the upper horizons of any potential archaeological remains within their footprint, such as any remains associated with the Roman road that may pass through the north-western areas of the Site.

- 5.1.3 Areas of moderate to high levels of impact are within the footprint of Portway House and the surrounding carparking, which likely contains below ground utilities which would have truncated or removed any below archaeological remains within their footprint.

5.2 Archaeological Potential and Significance

- 5.2.1 There are extensive records of intrusive previous archaeological investigations within the Site's environs, which allows for the archaeological resource to be understood. Although, there is no current indication that any potential features within the Site would be of highest significance (i.e. equivalent to Scheduled Monuments). Any archaeological features present are likely to have suffered from past development within the Site, which would have reduced their significance.

Prehistoric and Romano-British remains

- 5.2.2 There is a significant concentration of prehistoric funerary activity north of the Portway which, along with the Wessex Linear ditch, were likely to be prominent monumental features. In addition, a Late Bronze Age/Early Iron Age roundhouse with Late Neolithic to Early Bronze pits were recorded c.130m to the north-west of the Site. Although now only surviving as buried archaeological remains, these are still important features and contribute to our understanding of the society and the use of the landscape at this time. However, so far there is limited evidence for this activity to extend south of the Portway and adjacent to Portway House. Although this may be a reflection of a paucity of modern investigations in this area, development south of the road, including both buildings associated with the military airfield and the modern industrial estate may have disturbed and/or truncated remains.
- 5.2.3 The Portway is on the line of a Roman road, which the Site immediately abuts, and is a potential focus for associated activity in this and later periods. There is, however, little confirmed from this period within the Study Area suggesting that settlement is likely to have been concentrated in and around Old Sarum hillfort and the Roman town at Stratford-sub-Castle.
- 5.2.4 There is considered to be some potential for Romano-British features adjacent to the road within and in the vicinity of the Site. The projected route of the Roman road and its flanking ditches may pass through the north and north-western area of the Site. Although, this potential may be further reduced due to disturbance by later activity and the trees that line the road. Due to the modern road the exact course of Roman road has not been confirmed adjacent to Portway House, and so there is the possibility that the road could deviate from what is mapped in the WHER.
- 5.2.5 The significance of any prehistoric and/or Romano-British remains and artefacts would be associated with their potential local and regional value, on the basis of their ability to contribute to the understanding of activity within the local landscape during these periods, and to the research aims of the South West England Research Framework (Webster 2007).

Agricultural remains

- 5.2.6 Based on the available information, the Site was likely agricultural in character throughout the medieval and post-medieval periods, lying within the wider hinterland of Old Sarum and Salisbury, as indicated by historic mapping from the 18th and 19th centuries. It could be

considered that agricultural features such as former field boundaries are present within the Site as below ground archaeological remains.

- 5.2.7 Any surviving agricultural remains such as former field boundaries or ridge and furrow for example are considered to be remains of very limited significance and are well documented through historic mapping and historic aerial/satellite photography (and likely of insufficient interest to comprise non-designated heritage assets). Any remains associated with medieval to 19th century agricultural use (such as the identified modern cultivation marks) is of no archaeological interest and would not comprise non-designated heritage assets.

Modern remains

- 5.2.8 The Site is occupied by Portway House that was constructed in the 1930s, and prior to that the Site occupied an area on open ground within the airfield. A watching brief carried out north-east of Portway House during the construction of a car dealership (WHER: EWI7474; Wessex Archaeology 2013b) found little sign of periglacial scarring, which could indicate some truncation of the chalk bedrock. However, a buried subsoil deposit was also observed into which the construction trenches for the former RAF building which stood on that site were cut. A watching brief undertaken during the construction of the link block within Portway House between 1999-2000 did not locate any buried archaeological features (WHER: EWI5027). The degree of survival of any archaeological remains, should they be present is therefore considered to be unknown.

Historic Landscape Character

- 5.2.9 The HLC that the Site occupies is defined as 'Business Park', relating to the 20th/21st century development of Old Sarum Airfield. However, as previously stated, the Site is located within the Old Sarum Airfield Conservation Area, an area comprising military, service and domestic buildings dating from the 1920s to the 1960s. Overall, it can be considered that the current landscape that the Site occupies is defined as the Old Sarum Airfield rather than a modern business park, and therefore of heritage significance.

6 SETTING OF HERITAGE ASSETS

6.1 Introduction

- 6.1.1 This section presents an assessment of the potential effects of the proposed development in relation to the settings of heritage assets, carried out in accordance with the methodology detailed in **Section 3.6**.

6.2 Scoping exercise

- 6.2.1 This scoping exercise is intended to identify any heritage assets where the proposed development is likely to result in a change in their setting. The assessment was initially undertaken using GIS software, and then through observations made during the Site visit, and supplemented by the research undertaken whilst compiling the historic and archaeological baseline, laid out in **Section 4**.
- 6.2.2 Heritage assets located within the 1 km Study Area comprise one Conservation Area, four Listed Buildings (one Grade II* Listed Building and three Grade II Listed Buildings) and one Scheduled Monument.
- 6.2.3 Two designated assets located c.140m to the south-west of the Site can be considered as not being non-physically and physically impacted by the proposed development (**Figure 2**). These assets comprise:

- The Grade II Listed Old Sarum Airfield Workshops Immediately to North of Central Hangar (NHLE: 1391602); and
- The Grade II Listed Camera Obscura Building (NHLE: 1477924).

6.2.4 The only other designated heritage asset within a 1 km radius of the Site is the 'Ende Burgh' barrow Scheduled Monument (NHLE: 1005688; **Figure 2**), which lies c.650 m to the north-east of the Site. This is a Roman barrow with intrusive Saxon burials, although it may be sited on an earlier prehistoric burial mound. Due to distance and lack of intervisibility between the asset and the Site, it is unlikely to be affected by the application so is not discussed further.

6.2.5 The above designated assets were assessed as part of a Step 1 assessment. These assets, such as the Scheduled 'Ende Burgh' barrow, will not be non-physically and physically impacted by the proposed development due to their distance from the Site, the intervening-built form of Old Sarum Airfield and modern structures, and mature vegetation/trees reducing intervisibility between the Site and these assets. The Listed Buildings and their setting can be considered to be military in form and character within the Old Sarum Airfield Conservation Area, and their setting and significance will be preserved. However, two designated heritage assets and one non-designated heritage asset were identified as being potentially receptive to the proposed development and will be subject to a Step 2 and 3 settings assessment below.

6.3 Portway House

Description and setting

6.3.1 Portway House, located within the Site (**Figure 2**) is an important non-designated building within the Old Sarum Airfield Conservation Area. It lies in the former Administrative Area of the airfield, the majority of which is excluded from the Conservation Area as it has been redeveloped with modern industrial and commercial units.

6.3.2 The building is formed from two former military red brick buildings known as the Sick Quarters/Infirmary or Medical Block (at the east end) and the Army Cooperation School Building (at its west end) constructed in 1933 and c.1936 respectively. These were connected in 1999-2000 with the construction of a single-storey Link Block. The Army Cooperation School Building consists of a two-storey central block with two two-storey height synthetic trainers (Haskard Ranges) which project out from the rear and side of the central block (**Photos 1-3**).

6.3.3 Portway House faces southeast, with two entrances on this side (one into each of the former RAF buildings) and another at the southwest end. There are also a number of secondary access points are located at the southwest and northeast ends and northwest side of the building.

6.3.4 The 1930s structures of Portway House are built in Georgian revival style typical of the Inter War years and similar to the Grade II listed neighbouring (former Station) TA Headquarters.

6.3.5 Externally the 1930s structures largely retain their historic character and appearance. The School Building including the Haskard Ranges are built of red brick with cavity walls laid in a 'faux' Flemish bond, gauged brick voussoir flat arch lintels above the windows and concrete lintels. The red brick Link Block replicates the same 'faux' Flemish bond construction. The Medical Block is constructed of red brick laid in stretcher bond. The southeast front of the Medical Block has a central porch with a large round-headed arch

with a central dated keystone, marked '1933'. The School Building contains original double doors at the front southeast entrance and possibly the original southwest side door as it matches the style of some internal historic doors with nine lights.

- 6.3.6 Throughout Portway House, the original small-paned timber sashes have deteriorated over time and been steadily replaced with modern PVCu units during the last 30 years.
- 6.3.7 Another alteration is that since 2008 the original saw-tooth roofs over the Haskard Ranges have been given additional protection through the installation of timber and felt roofs with pitched sides and flat tops.
- 6.3.8 Surviving internal features and fittings within the 1930s structures include parquet flooring in the Medical Block and part of the School Building, but not in the Haskard Ranges which have concrete screed floors on the ground floor and historic wooden plank flooring in the galleries. Many of the original internal doors and door furniture remain in both 1930s structures, although there are some modern replacements as well.
- 6.3.9 Internally, the Haskard Ranges are full height with a mezzanine observation gallery around the sides. The saw-tooth north-light roofs survive and the one in the northeast range is now visible internally following recent redecoration of this space. The wooden-framed mezzanine gallery observation windows in the Haskard Ranges have been largely retained in both ranges. The internal doors and staircases to the galleries also survive intact.
- 6.3.10 A semi-circular profile moulded dado rail is present in the circulation areas of the Army Cooperation School Building. This is a common feature for military buildings of the period and also present in the TA Headquarters building. Many of the historic internal doors survive in both 1930s structures, most of them partially glazed nine-light types and some have fanlights intact. Within the Medical Block there are fixtures relating to the use of the building as sick quarters, including fitted locking cupboards in the vestibule and one room containing a fitted cupboard and shelves. There are filleted corners to the walls of the rooms in the Medical Block and at the wall-floor junctions, which would have been easy to manoeuvre equipment around and to clean. Corner fillets to junctions in circulation areas is a feature often seen in contemporary hospital buildings.
- 6.3.11 Furnishings and equipment related to the buildings previous military use have largely been removed and replaced by modern fixtures and fittings related to the building's present use. Historically, each Haskard Range contained a large three-dimensional map of painted canvas, showing a tract of the local countryside made to scale but with the elevations exaggerated. Buildings and trees were also fixed to the canvas. The diorama was suspended approximately 6 ft from the ground and students stood on the mezzanine gallery that represented several aircraft cockpits with canopies, which overlooked it (representing a scale of approximately 4,000 feet). By means of magnets, an assistant below the canvas moved tanks and other army forces about on the map, either along the roads or across the country. The students had to write reports on what they saw so this device gave practise in the routine of writing reports (Atkins 2006).
- 6.3.12 The main approach (and vehicle access) to the property is from the northeast along Lysander Road (**Photo 4**). On the southwest side, a modern chain-link and timber fence allows pedestrian access but restricts vehicles between Portway House and Lancaster Road (i.e. to the listed (former Station) TA Headquarters, Hangars and Workshops and the Flying Field). This boundary subdivides the former Administrative Area (**Photo 5**).

- 6.3.13 There are car parking areas at the front and rear of Portway House with the larger site vehicles kept in the secured northwest area to the rear (**Photos 6 and 7**). The rest of the space is laid to lawn. In addition, to the rear of Portway House are the tool store compound and environmental processing storage area.
- 6.3.14 The northwest boundary of the property is a hedge-covered chain link fence, which separates the site from the Portway (**Photos 8 and 11**). Visibility through the hedge and fence is likely to change with the seasons and as the hedge grows. In the Environmental area, the shipping containers and drying room are visible above the hedge, but these structures screen the rest of the facilities from view.

The former Administrative Area of the airfield where Portway House is situated, is the one part of the airfield that does not retain its original appearance and character, due to the intrusion of industrial and commercial development of Old Sarum Business Park (**Photo 9**). Historically it was occupied by First World War administration and domestic buildings but now only the 1930s expansion period sick quarters/infirmary and Army School of Cooperation buildings that are part of Portway House and the (former Station) TA Headquarters remain. The surviving buildings are separated by a modern fence line and brick walls around the (former Station) TA Headquarters separate it from the rest of the airfield.

Significance

- 6.3.15 In the Conservation Consultee Response for the 2018 planning application, the Conservation Officer described Portway House as 'one of the most important unlisted buildings in the Old Sarum Airfield Conservation Area, incorporating rare surviving 'Haskard Ranges' (**Photo 3**). Earlier comments from the Conservation Officer in 2011 raised no objection to a planning application for the installation of PVCu windows to replace worn out timber sashes, with the buildings then described as 'significant historically for their Haskard Ranges, which despite their rarity and detailed assessment by English Heritage remain unlisted. That said, their true significance is in their historic use, the internal galleries, and the built form, rather than their external appearance'.

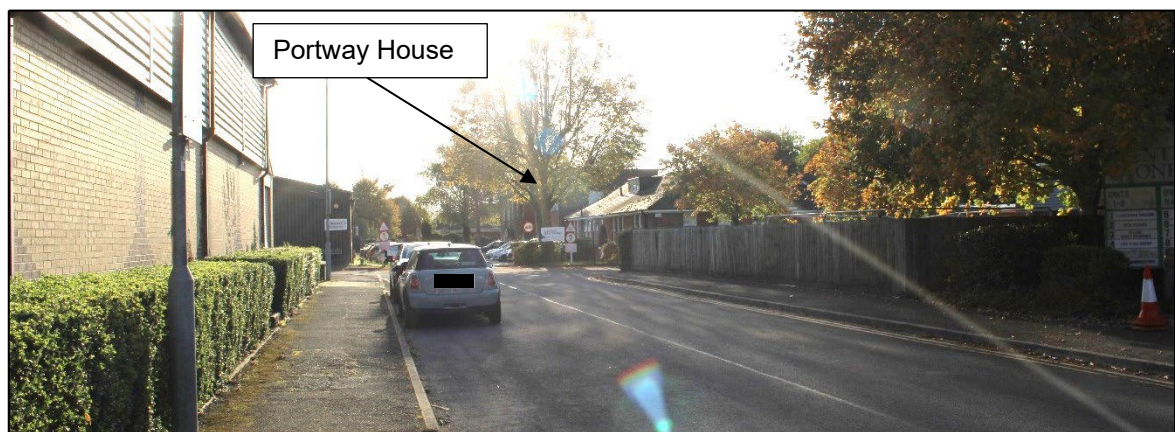


Photo 4. Portway House viewed from the north-east (from Lysander Road)

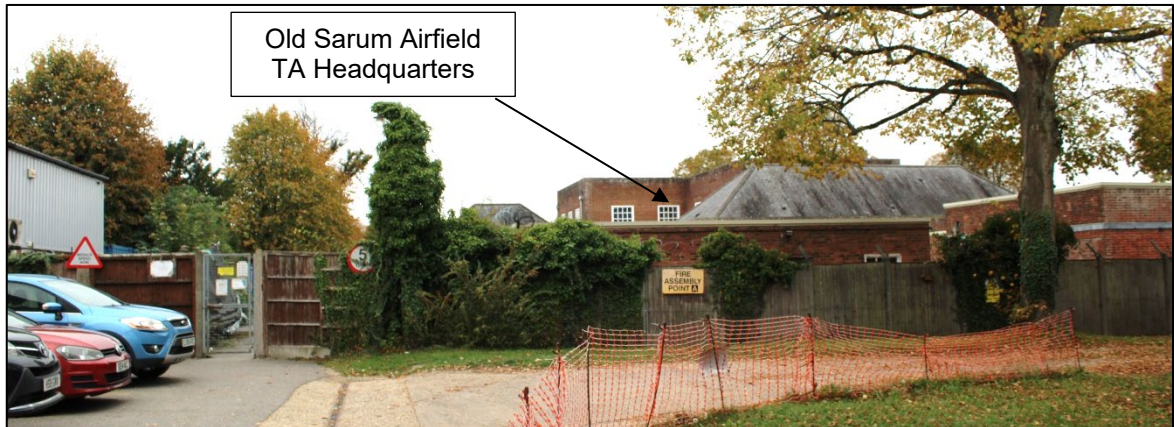


Photo 5. Modern timber fence that subdivides the former Administrative Area of Old Sarum Airfield between Portway House and the Grade II listed Old Sarum Airfield TA Headquarters

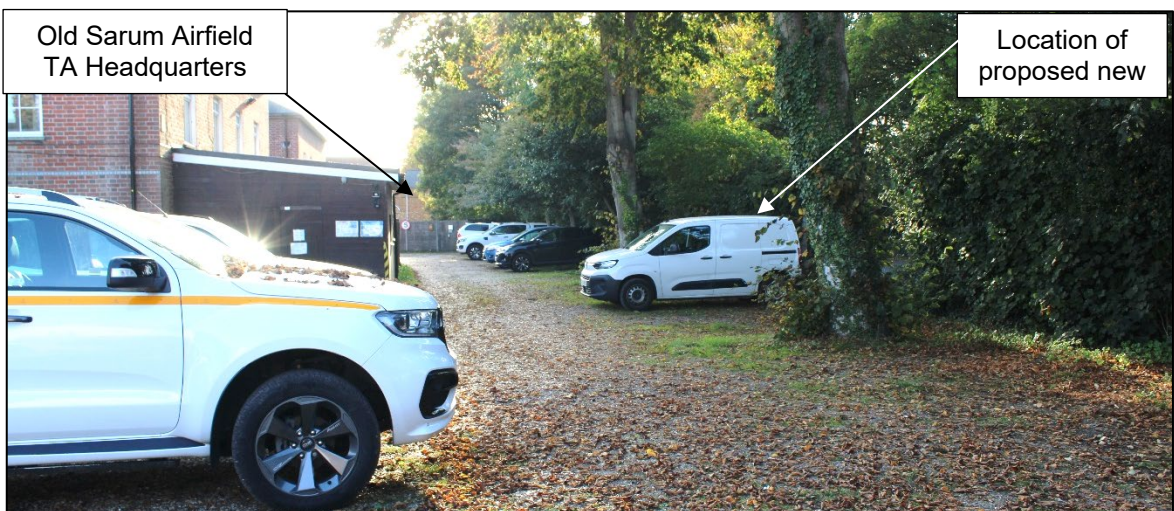


Photo 6. The car parking area at the rear (northwest side) of Portway House. Looking south-west towards the former Station Headquarters.



Photo 7. Car parking front of (south-east side) of Portway House

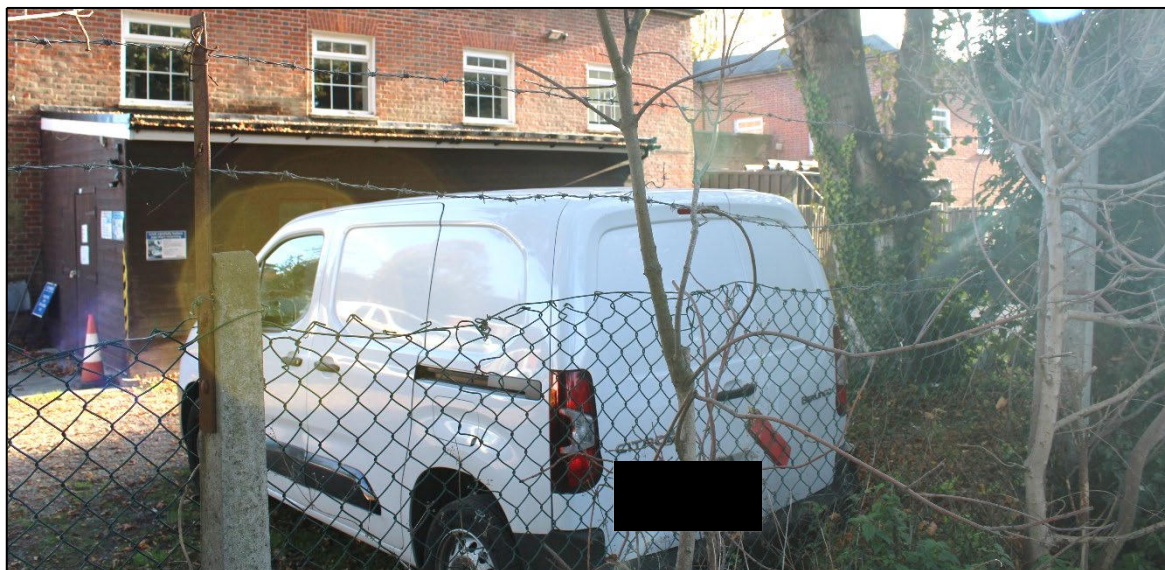


Photo 8. Gap in the hedge allowing view of modern chain link fence, which separates the Site from the Portway



Photo 9. Modern industrial buildings in the former Administrative Area of Old Sarum Airfield



Photo 10. View south-westwards along the Portway from the Site boundary



Photo 11. Gap in the hedge allowing view of Portway House and fence line, viewed from the northwest

- 6.3.16 The significance of Portway House was previously assessed in a Conservation Management Plan (Wessex Archaeology 2016) in terms of evidential, historic, aesthetic and communal heritage values in line with CPPG 2008. The following statement is a re-evaluation of significance in terms of heritage interests as per NPPF.
- 6.3.17 The architectural and historic interest of Portway House (i.e. its heritage significance) derives from its component 1930s structures.
- 6.3.18 The Infirmary/Sick Quarters (Medical Block) and Army Cooperation School Building were constructed separately in two phases of development that illustrate a period of RAF expansion prior to the Second World War, thereby providing historic interest.
- 6.3.19 The neo-Georgian architectural style and detailing of both structures is consistent for the 1930s and common for RAF and other military administrative and domestic buildings at this time. In addition, the style of the Army Cooperation School Building is similar to the neighbouring and near contemporary (former Station) TA Headquarters. As the only surviving historic buildings in the former Administrative Area, the architectural and historic interest of these buildings is heightened, and they stand out in contrast to the modern industrial and commercial buildings in the rest of the area.
- 6.3.20 The 1930s structures had specific functions within the airfield that is illustrated through their architectural form and surviving historic features. In particular, the near-complete Haskard Ranges are rare survivals. A search of the NHLE heritage assets returned no entries that mention these features. Their historic function is still apparent from their structure and internal layout i.e. the mezzanine galleries with their observation windows to the central area below, although the original map diorama and related equipment has been removed. Similarly, layout and surviving architectural features in the infirmary/sick quarters are illustrative of the former function despite its conversion to new use.
- 6.3.21 The temporary, modern roofs over the Haskard Ranges have had an impact on the architectural form, character and appearance of the building and reduced the architectural interest and significance of Portway House as a whole. Replacement parapets constructed as part of these temporary roofs are not the same quality of brickwork as the existing walls, which has a slight impact on the character and appearance of the building and diminishes its architectural value. Similarly, the gradual replacement of original sash windows with PVCu units has reduced the architectural interest of the building. The replacement windows to the Haskard Ranges and the north-west side of the School building between them, reflect the style of sash windows they replaced whereas elsewhere the replacement windows are awning types less sympathetic to the authentic style of the buildings.
- 6.3.22 The school was used to train high ranking officers of all military disciplines, including personnel from other countries, so this building has historic associations that extend internationally beyond the Old Sarum airfield and UK military forces.
- 6.3.23 The 1930s Portway House structures have group value as part of Old Sarum Airfield and its surviving historic structures, albeit from a later phase of development and not part of the original First World War airfield.
- 6.3.24 The modern industrial environment that partially encircles Portway House makes a negative contribution to its significance. The modern industrial units to the southeast physically and visually separate Portway House from the rest of the airfield. Similarly, the modern fence between Portway House and the (former Station) TA Headquarters forms a physical and visual barrier between Portway House and the airfield buildings to the southwest and the

flying field. This fence-line also subdivides the former Administrative Area, making its historic layout and the similarities between the Army School and Station Headquarters buildings more difficult to appreciate.

6.4 Old Sarum Airfield Conservation Area

Description and setting

- 6.4.1 The Old Sarum Conservation Area measures c.314 hectares, of which the Site occupies a northern section of (**Figure 2**). It encompasses the surviving parts of the historic First World War airfield that can be subdivided into four functional areas: Technical, Administrative, Domestic and the Flying Field. The Flying Field (**Photo 12**) comprises the majority of the heritage asset with the Technical and Administrative Areas in a strip along the north and east sides of the flying field and the Domestic Areas located in the northeast and southeast parts of the Conservation Area. The majority of the Administrative Area, with the exception of Portway House, is excluded from the Conservation Area as it has been redeveloped and now contains a series of modern industrial and commercial units. Part of the main Technical Area has been similarly redeveloped and is likewise excluded from the Conservation Area.
- 6.4.2 Listed buildings within the Conservation Area hold their own special (Grade II) or more than special (Grade II*) architectural and/or historic interest that contributes to the overall significance and positively enhances the character of the Conservation Area.
- 6.4.3 The (former Station) TA Headquarters is described separately in **section 6.5**.
- 6.4.4 The group of three former First World War aircraft hangars (Grade II*) were constructed in 1917, by German prisoners of war and the Chinese Labour Corps (Old Sarum Airfield website). They were 1916 'General Purpose Sheds' (Sharpe, 07/02/2014).
- 6.4.5 Following a fire in April 2025 that destroyed Hangar 3, only three of the original seven hangars (three pairs and one repair hangar) remain including one repair hangar (Hangar 4) and one pair of hangars (Hangar 1). Hangar 2 was destroyed by fire earlier in 1986.
- 6.4.6 The repair hangar is the only such survivor of British military aviation sites of the First World War. The roofs of the hangars comprise shallow segmental arches, supported by 'Belfast' trusses, formed of wooden cambered members braced with a lattice of cross-braces. The hangars were used for accommodating aeroplanes until 1944, when they were converted to accommodate vehicles prepared for D-Day. The Grade II listed workshops date to 1918. It is a double-plan single-storey brick shed with steel-truss pitched roofs. 13 bays long, the inside was once a large open space that was subsequently sub-divided (NHLE entries; **Photos 13 and 14**).
- 6.4.7 As well as the listed buildings, the 2006 Atkins appraisal highlighted several unlisted buildings that hold particular architectural interest including the Motor Transport Sheds & Yard, a Machine Gun Range, Air Ministry Boundary Markers (quite rare survivals demarcating the 1921 – 1930 boundary of the airfield) and Second World War pillboxes and battle headquarters (both marked on the WHER).



Photo 12. Old Sarum Airfield flying field



Photo 13. Grade II* listed hangar and Grade II listed workshops



Photo 14. Remains of recently burnt-out Grade II* listed double Hangar 3

- 6.4.8 The northern and southern boundaries of the current airfield are formed by the lines of the Roman roads running from Old Sarum to Silchester and to Winchester. Both provide a connection between A-roads A345 and A338 that converge on Salisbury to the south. The area to the north of the Portway opposite the current airfield is now the Old Sarum Meadows residential estate, but it also includes a school and recreation areas, and local shops with associated parking. The Parade Ground and Second World War airfield buildings that were on the north side of Portway were demolished to make way for a 1980s housing estate, subsequently replaced in the 21st century by the Old Sarum Meadows residential development.
- 6.4.9 The important relationship between the Technical Area hangars and workshops and the Flying Field remains unaltered and contributes to the significance of the Conservation Area.
- 6.4.10 As regards the historic setting of the Conservation Area, an area of prehistoric settlement in the hinterland of Old Sarum was succeeded by a major Roman route way and a medieval open field landscape. This open field system was unaffected by 18th century Parliamentary Enclosure Acts and used for grazing livestock and other agricultural activities. The form of the current airfield retains the shape of the original First World War and slightly reduced, Second World War airfield (ibid, 13).

Significance

- 6.4.11 Conservation Areas are designated by local planning authorities because they are areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance (s69 Planning (Listed Buildings and Conservation Areas) Act 1990).
- 6.4.12 The Old Sarum Conservation Area was designated on 28th February 2007. As part of the designation process, its special interest and significance was assessed in the *Old Sarum Airfield: Character Appraisal and Assessment of Eligibility for Conservation Area Designation* (Atkins 2006).
- 6.4.13 Old Sarum Airfield and its associated buildings survive as one of the most complete and unaltered collection of pre-1918 First World War airfield and structures, in the country (Wessex Archaeology 2016). The Atkins appraisal states that 'As one of only three surviving airfields of its type in Britain, the historic and architectural interest of Old Sarum Airfield gives it national significance.' (ibid, 5) ... 'The fact that the flying field and some of the technical buildings are still in use further adds to this significance' (ibid, 31).
- 6.4.14 The special interest of the Conservation Area has been broken down into four criteria: architectural interest, historic interest, the 'group' value of the area and the potential for preservation and enhancement.

'Group' value of the site. Old Sarum followed a standard layout for airfields of the First and Second World Wars, and the four main functional areas can still be understood and appreciated in the buildings and spaces that we see today: the Flying Field, the Technical Areas, the Administrative Areas and the Domestic Areas. Despite some modern intrusion, it retains much of the fabric and layout of its historic development, with clear boundaries, surviving links between different areas of the airfield, and a distinctive military feel.

The architectural interest of the site. The airfield is a rare, almost complete, surviving example of a First World War airfield and training depot station. It retains open spaces, tree lined roads and buildings of each phase of the airfield's development, which

evoke a past era of military landscape design. Of particular architectural interest are the three surviving Grade II* listed Hangars, the Grade II listed workshops to the north of (ARS) Hangar 3, the station headquarters, the Motor Transport Sheds and Yard, and the Machine Gun Range, all dated to the First World War period; the Air Ministry Boundary Markers and the Station Headquarters, from the RAF Expansion period; and the Second World War Pillboxes and Battle Headquarters, although these have recently been partially demolished. The workshops to the north of Hangar 2, and the Station Headquarters were Listed Grade II in December 2005.

The historic interest of the site. The airfield played an important early role in the training of Britain's airborne forces, played a part in international events during the two World Wars, and contributes to the military character of the region.

The potential for preservation and enhancement. There are opportunities not only to preserve, but to enhance and to restore elements of the airfield's original character, and also to provide interpretation, to improve understanding and appreciation of the airfield and its role in British aviation history.

(Atkins 2006, 5-6)

- 6.4.15 However, there has been some alteration to the airfield that detracts from its interest and significance. The modern industrial and commercial units of Old Sarum Park have replaced parts of the historic airfield and thereby reduced its integrity aspects of its architectural interest. Modern buildings at the west end of the Technical Area are similar to the former airfield buildings in terms of scale, extent and massing, but their architectural character and appearance do not reflect the buildings they replaced (ibid, 32-33). Similarly, the majority of the Administrative Area has been developed. Some former building plots have been left empty and the sub-divisions and boundaries within the Administrative Area have been altered, which makes the historic layout more difficult to understand. The former, larger extent of the airfield can be appreciated on historic maps, but the 1980s and later 21st century residential development on the north side of the Portway have also reduced the intactness and integrity of the historic airfield. The recent destruction by fire of the double Hangar 3 has reduced the number of original surviving buildings diminishing the airfield's status as one of the most complete and unaltered First World War airfields and structures in the country.
- 6.4.16 The Atkins report describes a sense of historic continuity 'provided by its proximity to the Iron Age earthworks of Old Sarum and the Roman roads that form its northern and southern boundaries, and by the openness of the flying field area itself, which preserves the medieval open field landscape (2006, 5) that contributes positively to the significance of the Conservation Area'.
- 6.4.17 The survival of the original layout of the airfield, particularly that of the main technical area and flying field is an aspect of setting that contributes positively to the significance of the Conservation Area in terms of group value and a better understanding of how the airfield operated historically. Long views along the main roads and the detached nature of many of the airfield's buildings, separated or surrounded by open spaces as well as planned landscaping and tree cover in the main Technical Area add to its distinctive character. Wide and long views across the flying field are of particular importance.
- 6.4.18 However, some of the views into the existing airfield have been compromised by modern development within its historic extent. Modern buildings block the view to the flying field from the (former station) TA headquarters, and new buildings at the western end of the

Technical Area spoil the approach to the hangars from Portway. They create the appearance of a modern industrial estate rather than a historic airfield, as most of the historic airfield buildings are obscured from the main road. In addition, views between the Technical Area and former Administrative Area are blocked by the fence that separates Portway House from the (former Station) TA Headquarters (ibid; **Photo 15**).

6.5 Grade II Listed Old Sarum Airfield TA Headquarters

Description and setting

- 6.5.1 The Grade II Listed Old Sarum Airfield TA Headquarters is located to the immediate south-west of the Site (NHLE ref: 1391603: **Figure 2**). It was built in 1935-36 on a plot of vacant land as the Station Headquarters for Old Sarum Airfield (**Photos 15** and **16**). It was listed in 2005, prior to the establishment of the Conservation Area.
- 6.5.2 As stated in the NHLE list entry (**Appendix 4**), the design of the building is distinctive. It was designed by A. Bulloch, architectural advisor to the Air Ministry's Directorate of Works and Buildings. Design drawing No 135/35 illustrates the building as proposed. 'Detailing is restrained throughout, but massing, spacing and proportions are carefully considered, in the neo-Georgian style favoured at this period, and influenced by the impact of the Royal Fine Arts Commission, especially though the architect, Sir Edwin Lutyens.'
- 6.5.3 The former Station HQ is a red brick building with 'faux' Flemish bond cavity walls that forms an asymmetrical 'H' in plan. A main two-storey flat-roofed block is flanked either side by single-storey hipped roof pavilions and a similar hipped unit to the rear. The building faces southwest with a central entrance on this side. It has a moulded arch keystone above a central pair of panel doors and radial fanlight, which are all original. There are small-paned timber sashes to most windows with matching PVCu replacements along the front elevation. The central two-storey range is in seven bays with large upper lights and smaller lower ones with flat segmental heads. The side pavilions elevations are each divided into three bays small near-square lights. The northwest (left-hand) pavilion has an open 3-arched loggia or veranda on its northeast side. The loggia has paired square piers, with voussoir arches to a keystone, and rudimentary capitals and bases. This area has three counter-issue windows where airmen received their pay. Original hopper-heads and downpipes remain to all elevations.
- 6.5.4 Internally, the building is plain but retains its dog-leg stair and some original joinery. Like Portway House, it retains its original parquet and timber floors, although some of the office or kitchen spaces have modern carpeting or hardwearing floors. Military paraphernalia in the entrance lobby and corridors reflect the military purpose of the building, although in some areas, modern office furniture, sanitary ware and kitchen units have replaced the original furnishings.
- 6.5.5 The block attached to the rear of the former Station HQ is a Link Trainer building, probably added after the outbreak of the Second World War. This is the closest element of the HQ building to Portway House. It contained two 'Link' trainers used for training pilots in instrument flying. Such structures were initially created in 1929 and are named after the inventor Edwin Link.
- 6.5.6 The Station Headquarters was an important building within the airfield. Historically, the building contained the offices for the Commanding Officer, the Station Engineer and Adjutant and an Operations Block with a battery room; office for the Meteorological Officer, wireless room, signal's office and the operations room and on the first floor of the central

block, the office for the Education Officer, a library and two lecture rooms. Therefore, the building had a variety of administrative, educational and operative functions.

- 6.5.7 The former Station Headquarters survives in a more intact state compared to the 1930s buildings that comprise Portway House. These are the only historic buildings to survive within this area; the rest has been redeveloped. The road layout within the area has been significantly altered by the construction of the modern industrial park and views that were once open to the Flying Field from this area are obscured.
- 6.5.8 The former Station Headquarters is accessible from an entrance on the Portway as well as from Lancaster Road within the Conservation Area. To the south-west of the HQ building are the unlisted Motor Transport Sheds & Yard. The HQ building, sheds and yard are enclosed by red brick boundary walls, wire-topped timber fencing and security gates that isolate them from the main road and the rest of the Conservation Area. Specifically, the timber fence between the HQ building and Portway House separates these two subdivides the former Administrative Area and makes its historic layout more difficult to understand. In addition, modern buildings, boundary fences and trees block the view to the flying field.
- 6.5.9 Along the Portway the former Station) TA Headquarters building is the most prominent and visible historic airfield structure (**Photo 16**), particularly when approaching along the Portway from the south-west. When travelling from the north-east, the TA Headquarters building intervisibility is reduced by mature trees and hedgerows (**Photo 10**). It is imposing and there is a lack of modern clutter around the building to distract or detract from it. Modern industrial buildings to the southwest and the TA Headquarters building itself obscure the Flying Field and main Technical Area of the airfield, with only glimpsed views of the hangars possible from the main road. In contrast, the position and orientation of Portway House and its hedge and tree-lined boundary make it less prominent.

Significance

- 6.5.10 The NHLE list entry explicitly states that the (former Station) TA Headquarters 'makes a significant contribution to a key aviation site'. As a Grade II listed building it has been statutorily recognised as being of special architectural and or historic interest, warranting every effort to preserve it.
- 6.5.11 The building is an impressive structure, which reflects its original function as the Station Headquarters for the airfield. The neo-classical design is consistent with the period and can be connected to a specific architect (A. Bulloch, architectural advisor to the Air Ministry's Directorate of Works and Buildings) and design drawing. This raises opportunities for comparison and contrast against other buildings by this architect, date and building type. Its historic character and appearance are largely intact, more so than Portway House. Externally, original features including the central entrance, timber framed sash windows, brick parapets and slate clad hipped roofs and guttering adding to this impression. The architectural style of the building, its intact nature, the original function of the building and known architect and construction date provide architectural interest.
- 6.5.12 The historic interest of the building lies in its original function and operation as part of Old Sarum Airfield. As the Station Headquarters it was an important building involved in administrative, educational and operational tasks. The redevelopment of the majority of the Administrative Area of the airfield increases the importance and significance of the surviving structures, of which the TA Headquarters is one.



Photo 15 Grade II listed former Station Headquarters viewed from the south (from Lancaster Road)



Photo 16 Grade II listed former Station Headquarters viewed from the west (from Portway)



- 6.5.13 The architectural style and intact external character and appearance of the building provide group value with other historic buildings in the airfield and particularly those of the 1930s RAF expansion period. It is possible to appreciate the similarities/differences with the adjacent Portway House 1930s structures, although the modern fence line and changed accessibility between the properties interferes. The addition of the Link trainer building after the outbreak of the Second World War illustrates the changing requirements of the airfield and technological advancements in flight training.
- 6.5.14 The immediate setting of the former Station HQ, enclosed together with the motor transport sheds and yard, forms a space in which the architectural style and impressive nature of the building can be appreciated, with limited modern features to distract from the historic character and appearance of the environment. However, the brick walls and timber fencing that enclose the building are later additions that detract from the significance of the building because they visually obstruct and physically separate the building from the Portway and the rest of the historic airfield. As already stated, the major redevelopment and subdivision of the former Administrative Area have had a negative impact on the survival and layout of this part of the airfield. These modern intrusions physically and visually interfere with the understanding of the historic layout and operation of the airfield as a whole and the Station HQ's place within that.
- 6.5.15 Historically, the boundary between the former Station HQ and neighbouring Portway House buildings was more permeable and the functional connection between them and the rest of the airfield was more apparent.
- 6.5.16 Views from the rear of the HQ building looking towards and along the rear of Portway House are limited, and do not appreciably contribute to the significance of the listed building. Views of the front elevation from Portway House and Lancaster Road contribute far more towards the significance of the building, as they better illustrate its impressive nature and important function in spite of the changes in boundary treatment.

7 POTENTIAL DEVELOPMENT EFFECTS

7.1 Introduction

- 7.1.1 This section provides an initial assessment of the potential effects of the proposed development as a result of the change of use in relation the historic environment resource.

7.2 Statement of potential impact

Archaeological remains

- 7.2.1 The construction of the proposed new entrance off the Portway is anticipated to entail the following sources of ground disturbance and excavations:
- preliminary site investigation works (if required);
 - plant movement;
 - topsoil stripping;
 - establishment of a new car parking area, the proposed access road and pedestrian access;
 - erection of fencing and establishment of hedges at the current Lysander Road access; and

- soft landscaping, including proposed replacement planting.

7.2.2 There is some identified archaeological potential within the area, particularly for prehistoric and Romano-British activity, in particular the route of a Roman road may pass through the north-western area of the Site. Although activity associated with the construction and use of Portway House is anticipated to have caused disturbance to earlier features.

Summary

7.2.3 The aforementioned works have the potential to result in the damage to or loss of any buried archaeological features which may be present within their footprint. This could in turn result in a total or partial loss of significance of these heritage assets.

7.2.4 The most destructive elements of the new entrance proposals in terms of below ground archaeology (should any such remains be present within the Site) would be likely to be associated with the main construction areas.

7.2.5 Should landscaping or levelling works be required in order to establish the new entrance way, these activities could also result in the truncation of any archaeological remains present within the working areas.

7.2.6 Any adverse impact to buried archaeological features would be permanent and irreversible in nature. This potential adverse effect could be reduced through the implementation of an appropriate scheme of archaeological mitigation, which could be secured by means of an appropriately worded Condition.

Designated heritage assets and non-designated built heritage

Portway House

7.2.7 The proposed change of use will require the interior of the building to be subdivided into 20 one-two bed apartments (**Appendix 5**). This will require some adaptation of the building to ensure its optimum viable use.

7.2.8 Current proposal drawings show the apartments within the former Army Cooperation School Building will be accessed from the original front entrance with some of the original circulation to be retained, including the entrance hall and stairwell, although some sections of corridor will be lost. The Haskard Ranges will be subdivided into two apartments illuminated by natural light from the upper levels. Throughout the building new walls will be created and some existing sections of wall removed on both the ground and first floors to facilitate the new apartments.

7.2.9 Four proposed apartments within the former Medical Block will be accessed via the current main entrance and vestibule with a further two apartments accessed via existing doorways on the east side of the building. This will require the loss of the central north-south corridor leading from the vestibule to facilitate of the apartments.

7.2.10 The modern link block will be divided into two apartments accessed by the current doorway on the north elevation. The subdivision of the building has been carefully designed so that there will be no changes to the existing arrangement of external windows and doors.

7.2.11 While the current proposals show the interior of the building will be subdivided with some loss of original fabric, the exterior of Portway House will remain unaltered as a result of the change of use.

- 7.2.12 To the east of the former Medical Block, the 1930s single-storey brick shed that has been amalgamated into the modern processing area will be retained and repurposed as a bin store. The surrounding modern structure will be removed. Elsewhere on the north side of the building, unsightly temporary buildings and structures will be removed.
- 7.2.13 The impact of the proposed subdivision of Portway House on the significance of the non-designated heritage asset cannot be accurately assessed at this stage and would need to be examined as part of a future detailed planning application.

New vehicle entranceway

- 7.2.14 The new vehicular access point from the Portway will be located opposite the rear Haskard Ranges of Portway House (**Appendix 6**). As previously stated, the near-complete Haskard Ranges are rare survivals. The Site boundary along the Portway in its current form is formed of medium-sized dense hedgerows and mature trees which reduce intervisibility of this northwest facing elevation of Portway House. The creation of the new access point will increase visibility of the Haskard Ranges from the publicly accessible Portway, thus making a contribution to the experience of the non-designated asset that is currently obscured.
- 7.2.15 The creation of the new entrance will not have any physical impacts to Portway House due to the position of the entrance way away from the building. Nor will it have any non-physical impacts on the non-designated asset's setting as the north-western side of Portway House is already utilised for vehicles and parking, and the busy Portway itself is visible in places through the hedgerow. Portway House's south-eastern facing principal elevation will also not be impacted upon by the proposed development, as the development will be on the rear, north-western side of the building.
- 7.2.16 Furthermore, the current access point into the site from the north-east (from Lysander Road) will be closed off, preventing vehicular access from this point from the modern industrial/commercial estate. This will be achieved by the creation of a fence and hedging, similar to that existing on the other side of the access route running past Portway House, which closes off access to Lancaster Road. This will help create a divide/boundary between Portway House (and indeed this part of the Old Sarum Airfield Conservation Area), and the modern development to the immediate north-east. The only access point to Portway House will be from the new entrance as part of the proposed development.
- 7.2.17 It can therefore be considered that the new entrance within the Site could be accommodated with **no harm** to the significance of the non-designated Portway House.

Old Sarum Airfield Conservation Area

- 7.2.18 The proposals are for the change of use of Portway House from commercial into residential use. Current drawings show that only the interior of Portway House will be altered by its subdivision, with no changes to the exterior of the building as a result of the proposals. The number and arrangement of doors and windows will remain unchanged. In addition, the unsightly temporary buildings located on the north-western side of Portway House will be removed, which will open up views of the north-west facing elevation, allowing for more of the non-designated heritage asset to be experienced within the Old Sarum Airfield Conservation Area. Therefore, the character and appearance of the Old Sarum Airfield Conservation Area will remain unchanged as the exterior of Portway House will remain unchanged and arguably enhanced with the removal of unsightly temporary structures as part of the proposed change of use.
- 7.2.19 The proposed change of use includes the construction of a new vehicular entrance into the Conservation Area from the Portway. The master plans of the development indicate that the

size of the entrance will only allow for one vehicle to enter or leave the Site at a time. It is anticipated that the presence of the new entrance way will not increase traffic into the Conservation Area and will not facilitate as a new main entranceway into the Conservation Area, directing traffic away from the main thoroughfares. The entrance will exclusively lead to Portway House and will not be a route into the wider Old Sarum Park Industrial Estate or airfield. The opening of the new entranceway will enhance the experience of the Conservation Area from the Portway, by allowing members of the public to experience and appreciate an important part of the Administrative Area of the airfield, thus enhancing the character and appearance of the Conservation Area, in line with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Along with the Grade II listed TA Headquarters, Portway House is a key building within the Conservation Area which is currently obscured from view of much of the Portway by hedgerows and mature trees.

- 7.2.20 The Conservation Area appraisal (Atkins 2006) states that certain green spaces and vegetation contribute to the significance and experience of the Area. Particular attention is afforded to the tree lined avenues within the Conservation Area that link Technical and Administrative Areas as it appears on maps from 1936, for example Lancaster Way would have passed through the south-eastern area of the Site but is currently blocked. These tree lined internal avenues and key views will not be impacted by the proposed development.
- 7.2.21 The Appraisal mentions the key view along the Portway, which also takes in the north-western boundary of the Conservation Area and the Site – *“long views along some roads provide a distinctly military feel, notably the Portway, on which lie the Station Headquarters and School of Army Co-operation buildings”* (Atkins 2006, 26) but does not mention the vegetation that lines the Portway or within the Site. In addition, these trees are not present on a 1945 aerial photograph of the Site³, and must have been planted post-1945 (a line of cherry trees that still border parts of Lancaster Road can be seen in the aerial photograph). However, at the time of compiling the Conservation Area appraisal in 2006, the vegetation that lines the Portway was smaller in scale and less dense in comparison to the situation present today (Google Street View December 2008). From the position of the entrance to the Old Sarum Airfield TA Headquarters looking north-east along the Portway, the majority of the north-west elevation of the TA Headquarters and the south-west elevation of Portway House were more visible in 2008. From the position opposite Portway House looking south-west along the Portway, the view available in 2008 has altered greatly. The vegetation that lined the Portway comprised a low hedgerow whereby the majority of Portway House and the north-east elevation of the Old Sarum Airfield TA Headquarters can be clearly viewed and experienced. In the present day, the vegetation has matured and has obscured these elevations and viewpoints (**Photo 16**). Therefore, the Conservation Area in 2006/2008 was able to be experienced and appreciated from the Portway due to the limited vegetation present at the time. It can now be considered that this key view along the Portway has altered over time and reduced the distinct military character from this viewpoint since the appraisal was compiled in 2006.
- 7.2.22 Based on this, the trees that line the Portway and within the Site can be considered as making a neutral-slight negative contribution to the significance of the Conservation Area as they were not part of the original military planting scheme during the early-mid 20th century years of the airfield's operation, and their presence obscures views into this important part of the Conservation Area from the Portway.

³ [raf_106g_uk_915_rs_4234 - Aerial Photo | Historic England](#)

- 7.2.23 The proposed new entrance will result in a very minor change to the boundary of the Conservation Area. The development will create a modest and discrete new entranceway into an otherwise closed north-west boundary of the Conservation Area revealing a limited view of Portway House, one of its key buildings which is currently obscured from view. The Appraisal states that “long views down the Portway provide a distinctly military feel”, and the new entrance way can be considered as not negatively impacting upon this key viewpoint as, unlike the entrances to Lysander Road and Lancaster Road, it will be a modest and private entrance utilised by traffic only accessing Portway House. Therefore, the distinctly military character of the Portway will be preserved. The proposed new entrance will not be visible from the majority of the Conservation Area due to intervening buildings from within the airfield. Whilst two trees will be removed along this part of the Area’s boundary, four trees will be replanted and in time will blend into the views from the Portway.
- 7.2.24 It can be considered that the proposed development as a result of the change of use will result in **no harm** to the significance of the asset and can be considered to enhance the character and appearance of the Conservation Area, in line with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Grade II Listed Old Sarum Airfield TA Headquarters

- 7.2.25 As discussed above, the proposals are for a change of use of the Site with current drawings showing that only the interior of Portway House will be altered by its subdivision, with no changes to the exterior of the building as a result of the proposals. Consequently, there will be no change to the setting of the Grade II listed Old Sarum Airfield TA Headquarters from this proposed development.
- 7.2.26 The proposed new vehicular entrance into the Site will be positioned c.45m to the north-east of the Grade II listed TA Headquarters building. The size of the entrance is modest only allowing for one vehicle to enter and leave at a time. Whilst there will be an alteration to one part of the wider landscape surroundings of the TA Headquarters, the degree of change will be minor and will not affect those key historical, architectural, evidential and aesthetic values of the Listed Building, from which its significance principally derives.
- 7.2.27 The asset’s south-west facing principal elevation is best experienced from publicly accessible routes from Lancaster Road and from the Portway. The proposed new entrance will remove two trees from the currently mature vegetation lined Portway, and the replanting of four trees, which in time will infill gaps and blend into the present vegetation/foliage. Whilst the removal of trees as part of the proposed development is anticipated to be viewed from a south-westerly viewpoint (**Photo 16**), it can be considered as not influencing or impacting upon the experience of the asset’s principal elevation, which is blocked partially by modern walls and fences along the Portway and Lancaster Road. Therefore, it can be considered that the proposed development will not impact on the experience of the asset.
- 7.2.28 The proposed new entrance is unlikely to increase the amount of noise pollution or traffic which in turn affects the asset. The Portway is already a main route used by traffic, and is interspersed with entranceways, particularly on its north-western side, to accommodate traffic into the residential development areas of Old Sarum. Therefore, due the present noise, movement of traffic, and multiple vehicle entrances along the Portway, it can be considered that the proposed development will not add to this non-physical impact.
- 7.2.29 It is therefore considered that the both the subdivision of Portway House and the new entrance resulting from the change of use within the Site could be accommodated with **no harm** to the significance of the Grade II Listed Old Sarum Airfield TA Headquarters.



8 CONCLUSIONS

8.1 General

- 8.1.1 The effect of the change of use of the Site on the known and potential heritage resource will be a material consideration in determination of the planning application. This study has identified no overriding cultural heritage constraints which are likely to prohibit development.

Archaeological remains

- 8.1.2 The assessment has noted that there has been an abundant amount of previous archaeological investigations within Old Sarum Airfield and the Old Sarum residential development, which has aided in understanding the archaeological resource potential within the Site.
- 8.1.3 This assessment has identified a general background potential for archaeological remains of agricultural and peripheral domestic activity dating to the late prehistoric based on known recorded prehistoric settlement activity is recorded c.130m to the north-west of the Site. There is also some potential for isolated funerary remains to also be present within the Site due to the presence of many Bronze Age barrows within the landscape.
- 8.1.4 The Site lies adjacent to the route of a Roman road that the Portway follows today. An evaluation to the south-west of the Site recorded the two flanking ditches of this road, which allowed for the route of the road to be projected. The projection indicates that the Roman road passes through the north-western area of the Site. Therefore, there is the potential for remains of the road and/or flanking ditches. The potential for unstratified prehistoric and Romano-British artefacts within the Site should also not be discounted.
- 8.1.5 The Site may contain archaeological remains of the Second World War as historic mapping from 1936-1939 depicts a potential V-shaped air-raid trench to the south-west of Portway House, although this may lie just outside of the Site boundary. The potential for unstratified modern artefacts associated with airfield within the Site should also not be discounted.
- 8.1.6 Any adverse impact to buried archaeological features as a result of the implementation of the development proposals would be permanent and irreversible in nature. This potential adverse effect could be reduced through the implementation of an appropriate scheme of archaeological mitigation, in accordance with national and local planning policy.
- 8.1.7 Due to the general background potential for archaeologically significant remains to be present within the Site the archaeological advisor to Wiltshire Council may require mitigation works to be undertaken. This could take the form of archaeological monitoring and recording of any works considered to be of sufficient depth to pose a potential risk to any archaeological remains which may be present within the Site.
- 8.1.8 The need for, scale, scope and nature of any further archaeological works should be agreed through consultation with the statutory authorities.

Historic Landscape Characterisation

- 8.1.9 The HLC indicates that the Site occupies an area defined as a 'business park' which reflects the 20th/21st century development of the airfield. However, the Site is located within the Old Sarum Airfield Conservation Area, therefore there is indeed a distinct difference in character of the airfield when compared to the modern industrial/commercial areas. The master plan of the proposed development indicates that this historic characterisation will be preserved.

Designated heritage assets and non-designated built heritage

- 8.1.10 This report has assessed the potential effects of the change of use of the Site upon the significance of both designated heritage assets and non-designated heritage assets, through the alteration of their settings leading to a change in the contribution made by that setting to the significance of those assets, in accordance with the accepted Historic England guidance. Amongst the assets identified for consideration was the Old Sarum Airfield Conservation Area, Grade II Listed Old Sarum Airfield TA Headquarters and the non-designated Portway House. It has been established that the proposed change to residential use will not alter any elements that contribute to the significance of the designated heritage assets and no harm to their significance will occur.
- 8.1.11 Current proposal drawings show the exterior of Portway House will not be altered as a result of its subdivision into apartments retaining the same number of entrances and windows. To ensure optimum viable use of the space, the subdivision will mean the loss of some fabric and some of the original plan form and circulation, although key areas will be retained. In addition, unsightly modern and temporary structures on the north and east facing elevations of Portway House will be removed, allowing for more of the non-designated heritage asset to be appreciated. These limited changes will ensure the character and appearance of the Old Sarum Airfield Conservation Area remains the same as it is viewed today. Detailed proposals for the subdivision of Portway House will require a separate planning application supported by a heritage assessment of the building to include a statement of significance and assessment of potential impacts.
- 8.1.12 The proposed new entrance will result in a very limited change in appearance to the boundary of the Old Sarum Airfield Conservation Area, and one that does not adversely alter its character. The Conservation Area specifically mentions the key view down the Portway, although this key viewpoint has greatly altered since 2006. At that time, vegetation that lined the Portway was limited allowing for unobscured views of Portway House and the TA Headquarters and into the Old Sarum Airfield Conservation Area. However, with the passage of time this viewpoint has altered with current mature vegetation resulting in greatly reduced views of these assets thus reducing the 'distinctly military feel' along the Portway. Historic aerial photography indicates the Portway was not densely vegetated in 1945.
- 8.1.13 There is already a precedent for new entrances along the Portway due to the increasing expansion of residential development to the north-west. In 2006/2008 the entrances along this side of the Portway were limited to the military houses only, and since then multiple large entrances have been created for new residential development, again reducing the military feel along the Portway.
- 8.1.14 On the other hand, the proposed new entrance will open a small section within the vegetation along the Conservation Area's boundary, allowing the public experience and appreciation of the Haskard Ranges of Portway House, a key building within the Conservation Area which is currently partly obscured by mature vegetation.
- 8.1.15 Overall, it will be a very limited change to the otherwise densely vegetated boundary of the Conservation Area along the Portway, and arguably only perceivable when reaching the proposed new entrance or at a close distance to it. Therefore, it can be considered that the new proposed entrance will not harm the character and appearance, nor the significance of the Conservation Area. The very limited visual change to the character and appearance of the Conservation Area does not change the contribution made by the Conservation Area to the significance of Portway House, and its Haskard Ranges, or the other Listed buildings and associated structures within the Conservation Area from which its character derives.



- 8.1.16 This report has been produced in accordance with paragraph 207 of the National Planning Policy Framework (2024), the Wiltshire Core Strategy, and would be in line with the requirements of the 1990 Planning (Listed Buildings and Conservation Areas) Act (Sections 66 and 72).

REFERENCES

Bibliography

- Ancient Monuments and Archaeological Areas Act* 1979.
<https://www.legislation.gov.uk/ukpga/1979/46>
- Atkins 2006. *Old Sarum Airfield: Character Appraisal and Assessment of Eligibility for Conservation Area Designation*
- Chartered Institute for Archaeologists 2014. (revised October 2020). *Standards and guidance for historic environment desk-based assessment*. <https://www.archaeologists.net/codes/cifa>
- Historic Buildings and Ancient Monuments Act* 1953.
https://www.legislation.gov.uk/ukpga/1953/49/pdfs/ukpga_19530049_en.pdf
- Historic England 2015. *Managing Significance in Decision-Taking in the Historic Environment: historic environment good practice advice in planning note 2*.
<https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/>
- Historic England 2017. *The Setting of Heritage Assets: historic environment good practice advice in planning note 3*. <http://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/>
- Historic England 2019. *Statements of Heritage Significance: analysing significance in heritage assets*. <https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/>
- Jacobi, R. 2014. Palaeolithic and Mesolithic Lithic Artefact (PaMELA) database. York: Archaeology Data Service [distributor]
- Mephram, L. 2009. TERPS - The English Rivers Project. York: Archaeology Data Service [distributor]
- Ministry of Housing, Communities and Local Government [MHCLG] 2024. *National Planning Policy Framework*. <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- National Heritage Act* 1983. <http://www.legislation.gov.uk/ukpga/1983/47/contents>
- Planning (Listed Buildings and Conservation Areas) Act* 1990.
<https://www.legislation.gov.uk/ukpga/1990/9/contents>
- Powell-Smith, A. 2015. *Open Domesday* <https://opendomesday.org/>
- Stone, J.F.S. and Phil, D. 1935. 'An Unrecorded Group of Barrows and Other Earthworks at Ford, Leverstock', *Wiltshire Archaeological and Natural History Magazine*, 47, 406-11
- Town and Country Planning Act* 1990. <https://www.legislation.gov.uk/ukpga/1990/8/contents>.
- Trott, M. 1991. 'Archaeological Excavation on the Route of the Cockey Down to Petersfinger Main Pipeline, Near Salisbury', *Wiltshire Archaeological and Natural History Magazine*, 84, 116-119

- Webster, C.J. (ed) 2007. *South West Archaeological Research Framework*. Somerset County Council
- Wessex Archaeology 1996. *'Portway House' The Former Operations and Medical Buildings of Old Sarum Barracks, Old Sarum Airfield, North of Salisbury, Wiltshire, Archaeological Desk-based Study*, Prepared for National Archaeology Days (September 14th and 15th 1996), unpublished report ref: 17001
- Wessex Archaeology 2000. *Portway House, Old Sarum Park, Salisbury, Wiltshire*.
- Wessex Archaeology, 2004. *Land at Old Sarum, Salisbury, Wiltshire: initial archaeological evaluation*. Salisbury, unpublished report 53579.04
- Wessex Archaeology 2007. *Old Sarum Airfield, Salisbury, Wiltshire: Archaeological Evaluation Report (Areas A and B)*. unpublished report ref: 66010.11
- Wessex Archaeology 2008. *Portway House, Old Sarum Park, Salisbury, SP4 6EB: Historic Building Recording*. unpublished draft report ref: 17045.01
- Wessex Archaeology 2013a. *Longhedge, Old Sarum, Salisbury, Wiltshire: Archaeological Trial Trench Evaluation Report*. Unpublished client report, ref: 84971.03
- Wessex Archaeology 2013b. *Plot 2 (Westover Group), Old Sarum Park, Old Sarum, Wiltshire: Archaeological Watching Brief Report*. Unpublished client report, ref: 100960.03
- Wessex Archaeology 2015. *Old Sarum Airfield (Area C), Salisbury, Wiltshire: Archaeological Evaluation Report*. unpublished report ref: 66013.03
- Wessex Archaeology 2016. *Portway House, Old Sarum Park, Salisbury, Wiltshire: Conservation Management Plan*. unpublished report ref: T21144.01
- Wessex Archaeology 2021a. *Portway House, Old Sarum Park, Salisbury: Heritage Statement*. Unpublished report ref: 238100.02
- Wessex Archaeology 2021b. *Land at Westside Close, Old Sarum, Wiltshire. Archaeological Evaluation*. Salisbury: unpublished report 248261.03
- Wessex Archaeology 2022. *Westside Close, Old Sarum, Salisbury. Post-excavation Assessment and Update Project Design*. unpublished report ref: 248263.3
- Wiltshire Council 2015. *Wiltshire Core Strategy: Adopted January 2015*. Available at: <https://www.wiltshire.gov.uk/planning-policy-core-strategy>
- Wiltshire Council 2023. *Wiltshire Local Plan: Pre-Submission Draft 2020-2038 (Regulation 19)*. Available at: <https://www.wiltshire.gov.uk/local-plan-document-library>

Historic Environment Records

Wiltshire Historic Environment Record (WHER)

Cartographic and documentary sources

- | | |
|------|------------------------------------|
| 1773 | Andrews and Drury map of Wiltshire |
| 1807 | Ordnance Survey map of Salisbury |



1842	Laverstock Parish Tithe Map
1881	Ordnance Survey 1:10,560
1888	Ordnance Survey 1:10,560
1901	Ordnance Survey 1:2,500
1926	Ordnance Survey 1:2,500
1939	Ordnance Survey 1:2,500
1946	Ordnance Survey 1:2,500
1947	Ordnance Survey 1:2,500
1962	Ordnance Survey 1:10,560
1975	Ordnance Survey 1:2,500

Online resources

<https://battle-of-britain-diary.org.uk/haskard-target-range/> - Battle of Britain diary: Haskard Target Range

<https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/> – BGS Geology Viewer

<http://www.kypwest.org.uk/> – Know Your Place

<https://opendomesday.org/> – Domesday survey information

<http://www.historicengland.org.uk/listing/the-list> – information on designated assets

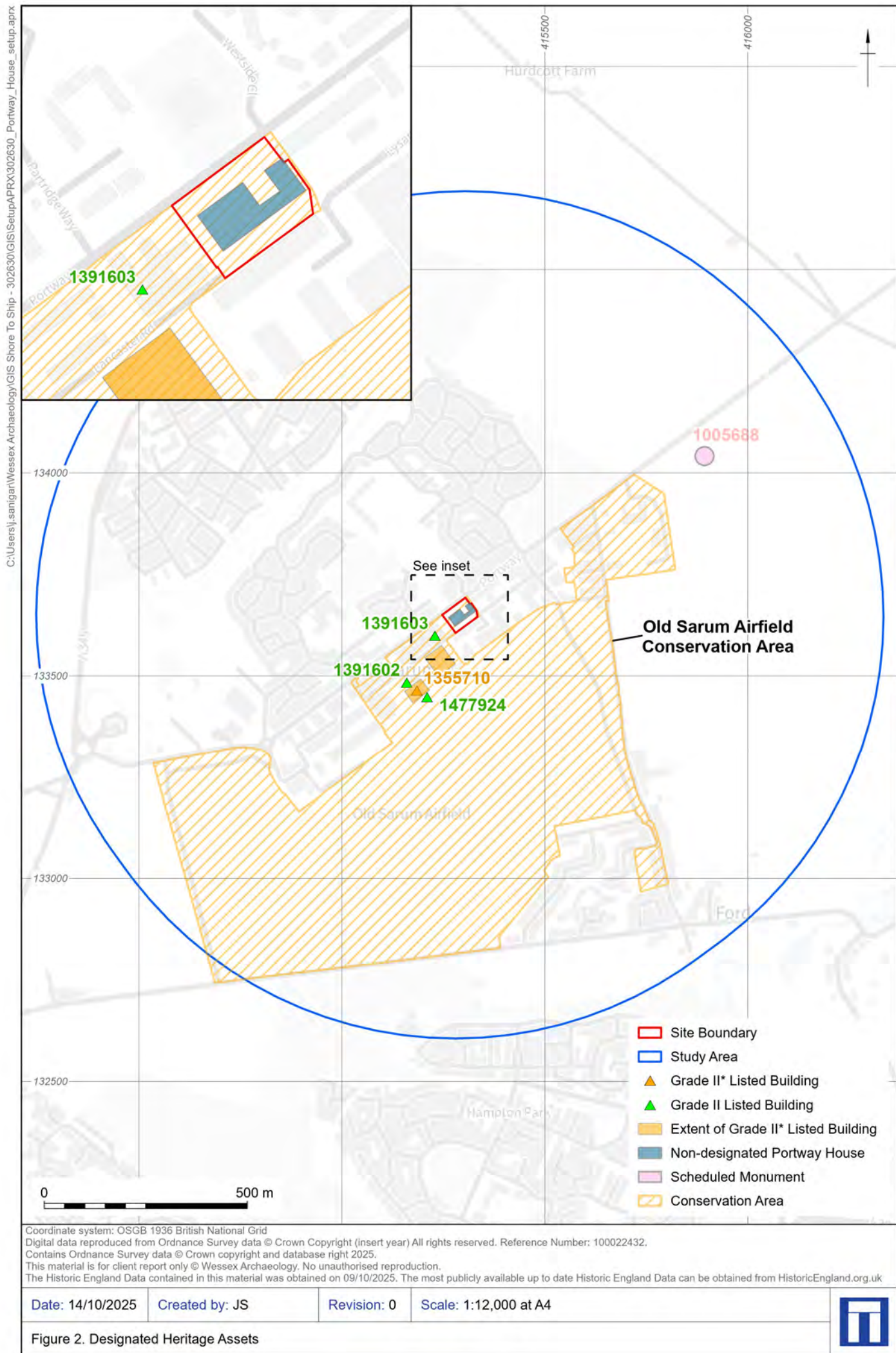
<http://www.british-history.ac.uk> – documentary resources

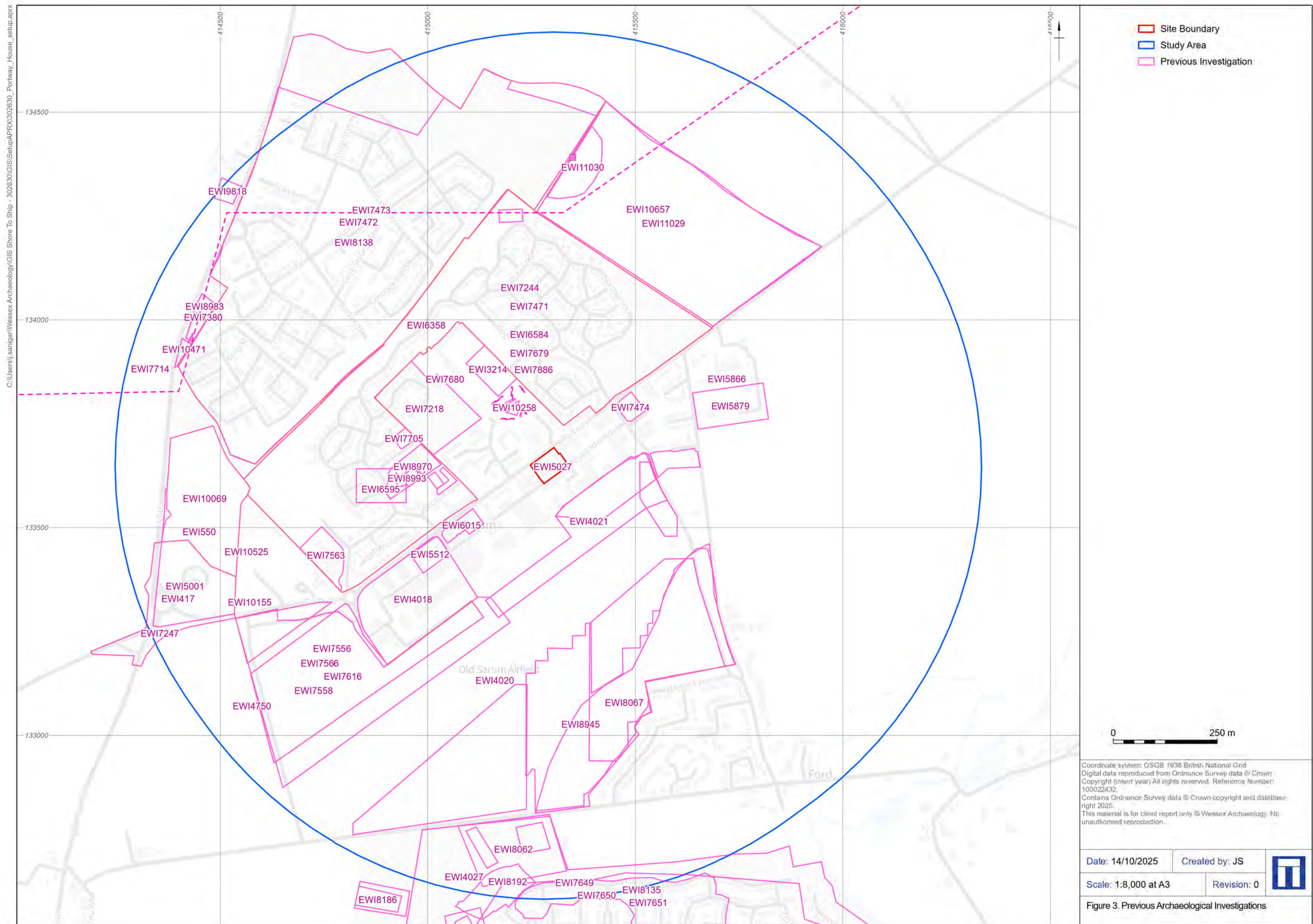
<http://archaeologydataservice.ac.uk/archives/view/romangl/map.html> – The Rural Settlement of Roman Britain

<https://historicengland.org.uk/listing/the-list/list-entry/1391603?section=official-list-entry> – List entry for Old Sarum Airfield: TA Headquarters

All URLs Accessed on 08/10/2025







C:\Users\j.sanigan\Wessex Archaeology\GIS\Shore To Ship - 302630\GIS\Setup\APRX\302630_Portway_House_setup.aprx



Site Boundary

Study Area

Anglo-Saxon

Medieval

Post-medieval

19th Century

Modern

0

250 m

Coordinate system: OSGB 1936 British National Grid
Digital data reproduced from Ordnance Survey data © Crown Copyright (insert year) All rights reserved. Reference Number: 100022432.
Contains Ordnance Survey data © Crown copyright and database right 2025.
This material is for client report only © Wessex Archaeology. No unauthorised reproduction.

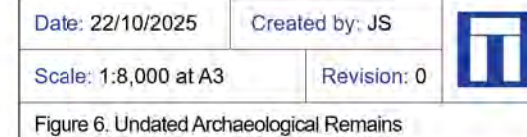
Date: 14/10/2025

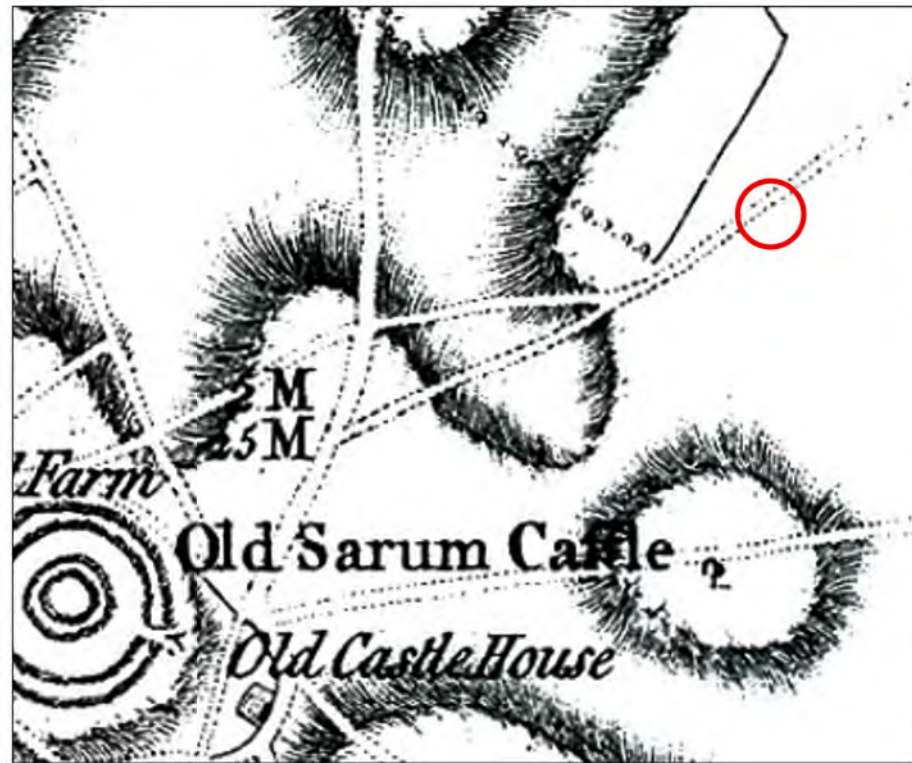
Created by: JS

Scale: 1:8,000 at A3

Revision: 0

Figure 5. Anglo-Saxon to Modern Archaeological Remains

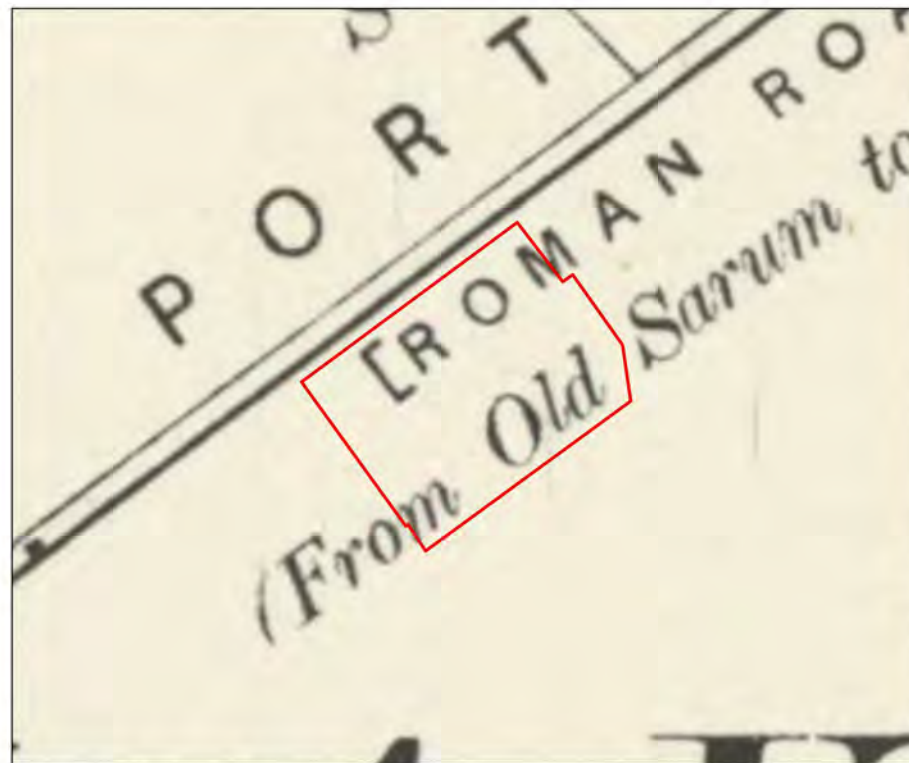




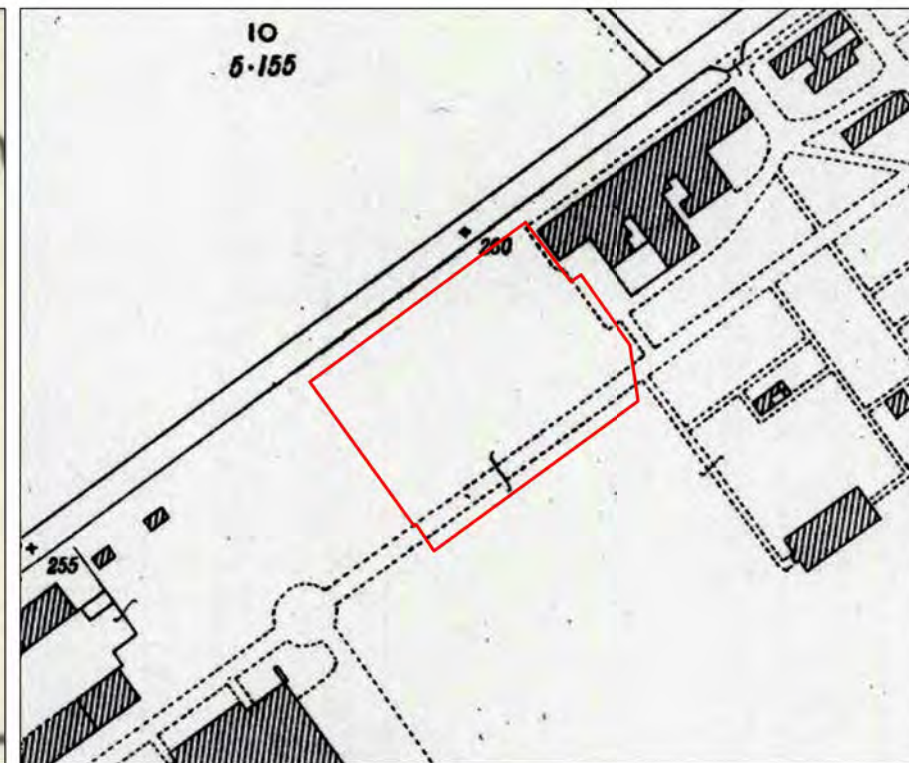
A) 1773 Andrews and Drury map of Wiltshire



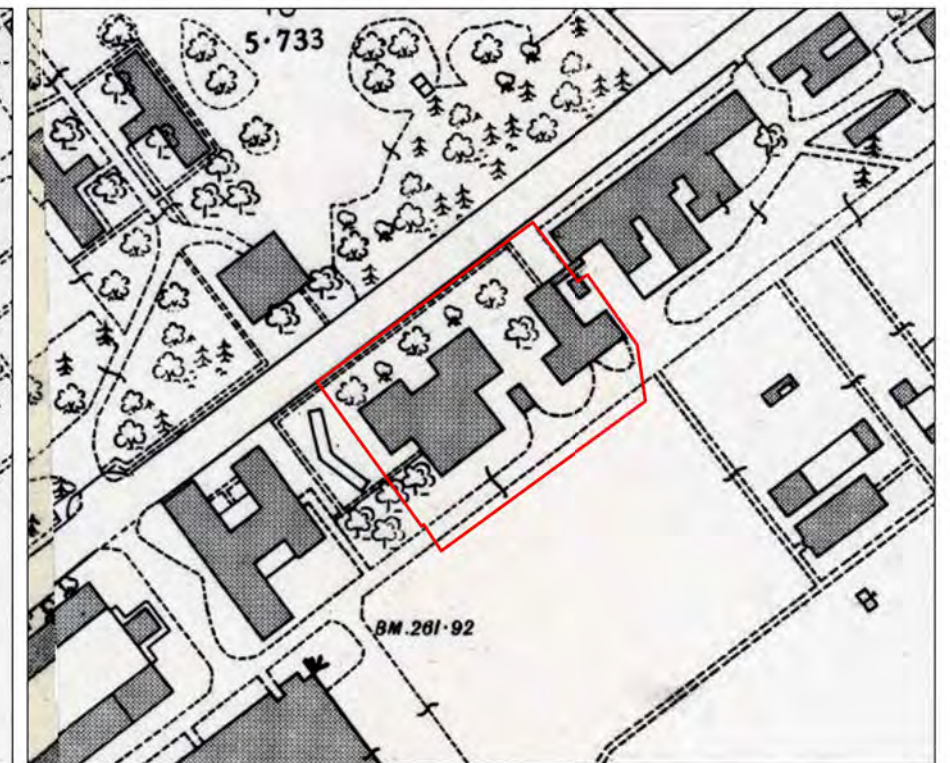
B) 1807 Ordnance Survey



C) Extract of the 1888 Ordnance Survey map



D) Extract of the 1926 Ordnance Survey map



E) Extract of the 1936-1939 Ordnance Survey map



Site Boundary

Figure 7: Historic Mapping of the Site



Historic mapping reproduced with the permission of the National Library of Scotland
Historic mapping reproduced via Know Your Place and Old Maps Online
This material is for client report only © Wessex Archaeology
No unauthorised reproduction

0 100 m

Date:	15/10/2025	Revision Number:	0
Scale:	1:3,000	Illustrator:	j.sanigar
Path:	C:\Users\j.sanigar\Wessex Archaeology\GIS Shore To Ship - 302630\GIS\Graphics		

APPENDICES

Appendix 1: Terminology

Glossary

The terminology used in this assessment follows definitions contained within Annex 2 of NPPF:

Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Chronology

Where referred to in the text, the main archaeological periods are broadly defined by the following date ranges:

Prehistoric		Historic	
Palaeolithic	970,000–10,000 BC	Romano-British	AD 43–410
Mesolithic	10,000–4000 BC	Saxon	AD 410–1066
Neolithic	4000–2400 BC	Medieval	AD 1066–1500
Bronze Age	2400–700 BC	Post-medieval	AD 1500–1800
Iron Age	700 BC–AD 43	19th century	AD 1800–1899
		Modern	1900–present day



Appendix 2: Legislative and planning framework

Designated Heritage Assets

Designation	Associated Legislation	Overview
World Heritage Sites	-	The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV) – <i>cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity</i> . England protects its World Heritage Sites and their settings, including any buffer zones or equivalent, through the statutory designation process and through the planning system. The National Planning Policy Framework sets out detailed policies for the conservation and enhancement of the historic environment, including World Heritage Sites, through both plan-making and decision-taking.
Scheduled Monuments and Areas of Archaeological Importance	<i>Ancient Monuments and Archaeological Areas Act 1979</i>	Under the <i>Ancient Monuments and Archaeological Areas Act 1979</i> , the Secretary of State (DCMS) can schedule any site which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. The historic town centres of Canterbury, Chester, Exeter, Hereford and York have been designated as Archaeological Areas of Importance under Part II of the <i>Ancient Monuments and Archaeological Areas Act 1979</i> . Additional controls are placed upon works affecting Scheduled Monuments and Areas of Archaeological Importance under the Act. The consent of the Secretary of State (DCMS), as advised by Historic England, is required for certain works affecting Scheduled Monuments.
Listed Buildings	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	In England, under Section 1 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> , the Secretary of State is required to compile lists of buildings of special architectural or historic interest, on advice from English Heritage/Historic England. Works affecting Listed Buildings are subject to additional planning controls administered by Local Planning Authorities. Historic England is a statutory consultee in certain works affecting Listed Buildings. Under certain circumstances, Listed Building Consent is required for works affecting Listed Buildings.
Conservation Areas	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	A Conservation Area is an area which has been designated because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In most cases, Conservation Areas are designated by Local Planning Authorities. Section 72 (1) of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> requires authorities to have regard to the fact that there is a Conservation Area when exercising any of their functions under the Planning Acts and to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Although a locally administered designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to Historic England.
Registered Parks and Gardens and Registered Battlefields	<i>Historic Buildings and Ancient Monuments Act 1953</i> <i>National Heritage Act 1983</i>	The Register of Parks and Gardens was established under the <i>National Heritage Act 1983</i> . The Battlefields Register was established in 1995. Both Registers are administered by Historic England. These designations are non-statutory but are, nevertheless, material considerations in the planning process. Historic England and The Garden's Trust (formerly known as The Garden History Society) are statutory consultees in works affecting Registered Parks and Gardens.
Protected Wreck Sites	<i>Protection of Wrecks Act 1973</i>	The <i>Protection of Wrecks Act 1973</i> allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These statutorily protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance.

National Planning Policy Framework (NPPF)

NPPF Section 16: Conserving and enhancing the historic environment	
Para. 207	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
Para. 208	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
Para. 210	In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
Para. 212	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
Para. 213	Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁷⁵. ⁷⁵ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
Para. 214	Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
Para. 215	Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.



NPPF Section 16: Conserving and enhancing the historic environment	
Para. 216	The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
Para. 218	Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible⁷⁶. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted. ⁷⁶Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
Para. 219	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
Para. 220	Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 214 or less than substantial harm under paragraph 215, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.
Para. 221	Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.



Local Planning Policy

Wiltshire Core Strategy (Adopted January 2015)		
Policy ref.	Title	Scope
Core Policy 57	Ensuring high quality design and place shaping	<i>A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complimentary to the locality. Applications for new development must be accompanied by appropriate information to demonstrate how the proposal will make a positive contribution to the character of Wiltshire through:</i> <i>i. Enhancing local distinctiveness by responding to the value of the natural and historic environment, relating positively to its landscape setting and the exiting pattern of development and responding to local topography by ensuring that important views into, within and out of the site are to be retained and enhanced</i> <i>ii. The retention and enhancement of existing important landscaping and natural features, (for example trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, effectively integrate the development into its setting and to justify and mitigate against any losses that may occur through the development</i> <i>iii. Responding positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials streetscape and rooflines to effectively integrate the building into its setting</i> <i>iv. Being sympathetic to and conserving historic buildings and historic landscapes</i> <i>v. The maximisation of opportunities for sustainable construction techniques, use of renewable energy sources and ensuring buildings and spaces are orientated to gain maximum benefit from sunlight and passive solar energy, in accordance with Core Policy 41</i> <i>vi. Making efficient use of land whilst taking account of the characteristics of the site and the local context to deliver an appropriate development which relates effectively to the immediate setting and to the wider character of the area</i> <i>vii. Having regard to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing; vibration; and pollution (such as light intrusion, noise, smoke, fumes, effluent, waste or litter)</i> <i>viii. Incorporating measures to reduce any actual or perceived opportunities for crime or antisocial behaviour on the site and in the surrounding area through the creation of visually attractive frontages that have windows and doors located to assist in the informal surveillance of public and shared areas by occupants of the site</i> <i>ix. Ensuring that the public realm, including new roads and other rights of way, are designed to create places of character which are legible, safe and accessible; in accordance with Core Policy 66 – Strategic Transport Network</i> <i>x. The sensitive design of advertisements and signage, which are appropriate and sympathetic to their local setting by means of scale, design, lighting and materials</i> <i>xi. Taking account of the needs of potential occupants, through planning for diversity and adaptability, and considering how buildings and space will be used in the immediate and long term future</i> <i>xii. The use of high standards of building materials, finishes and landscaping, including the provision of street furniture and the integration of art and design in the public realm</i> <i>xiii. In the case of major developments, ensuring they are accompanied by a detailed design statement and master plan, which is based on an analysis of the local context and assessment of constraints and opportunities of the site and is informed by a development concept, including clearly stated design principles, which will underpin the character of the new place.</i> <i>xiv. Meet the requirements of Core Policy 61 – Transport and New Development</i>



Wiltshire Core Strategy (Adopted January 2015)

Policy ref.	Title	Scope
Core Policy 58	Ensuring the conservation of the historic environment	<i>Development should protect, conserve and where possible enhance the historic environment. Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:</i> <i>i. Nationally significant archaeological remains</i> <i>ii. World Heritage Sites within and adjacent to Wiltshire</i> <i>iii. Buildings and structures of special architectural or historic interest</i> <i>iv. The special character or appearance of conservation areas</i> <i>v. Historic parks and gardens</i> <i>vi. Important landscapes, including registered battlefields and townscapes.</i> <i>Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced. The potential contribution of these heritage assets towards wider social, cultural, economic and environmental benefits will also be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Core Policy 57.</i> <i>Heritage assets at risk will be monitored and development proposals that improve their condition will be encouraged. The advice of statutory and local consultees will be sought in consideration of such applications.</i>

Wiltshire Local Plan (Pre-submission draft September 2023)

Policy ref.	Title	Scope
Policy 99	Ensuring the conservation and enhancement of the historic environment	<i>Development should conserve or enhance the historic-environment.</i> <i>Designated heritage assets and their settings will be conserved, and where appropriate enhanced in a manner appropriate to their significance, including:</i> <i>i. nationally significant archaeological remains;</i> <i>ii. world heritage sites within and adjacent to Wiltshire;</i> <i>iii. buildings and structures of special architectural or historic interest;</i> <i>iv. the special character or appearance of conservation areas;</i> <i>v. historic parks and gardens;</i> <i>vi. important landscapes, including registered battlefields and townscapes.</i> <i>Any harm to the significance of designated heritage assets which will result from development proposals will be required to be justified and outweighed by public benefits (including heritage benefits) at a level appropriate to the significance of the asset and the harm caused.</i> <i>Any harm to the significance of undesignated assets which will result from development proposals must be carefully balanced considering the significance of the asset and the harm caused.</i> <i>Distinctive elements of Wiltshire's historic environment, including non-designated heritage assets, which contribute to a sense of local character and identity will be conserved, and where possible enhanced.</i>



Wiltshire Local Plan (Pre-submission draft September 2023)		
Policy ref.	Title	Scope
		<i>The potential contribution of heritage assets towards wider social, cultural, economic and environmental benefits will be utilised where this can be delivered in a sensitive and appropriate manner in accordance with Policy 98 (Ensuring high quality design and place shaping). The sensitive reuse of historic buildings and spaces will be supported and opportunities for the historic environment to inform and shape new development and regeneration projects will be encouraged. The adaptation of heritage assets in accordance with Policy 85 (Sustainable construction and low carbon energy) using appropriate materials and techniques which conserve their fabric and significance will be encouraged.</i> <i>Proposals for change affecting the historic environment (which require planning permission or listed building consent) should be accompanied and informed by an assessment of heritage significance and the impact of the proposals on this significance, making reference to the information held in the Historic Environment Record. Where a proposal includes potential archaeological interest a desk based assessment, and if necessary, field evaluation should be carried out and submitted with the proposal.</i> <i>Development proposals that improve the condition of heritage assets at risk will be supported.</i>



Appendix 3: Gazetteer

Designated heritage assets located within the 1 km Study Area

NHLE: No.	Name	Designation	Easting	Northing
1355710	Three Former World War One Aircraft Hangars at Old Sarum Airfield	Grade II* Listed Building	415185	133465
1391602	Old Sarum Airfield: workshops Immediately to North of Central Hangar (Hangar 2)	Grade II Listed Building	415159	133484
1391603	Old Sarum Airfield: TA Headquarters	Grade II Listed Building	415229	133599
1477924	Camera Obscura Building	Grade II Listed Building	415210	133448
1005688	'Ende Burgh' long barrow	Scheduled Monument	415893	134041
-	Old Sarum Airfield Conservation Area	Conservation Area	415217	133229

WHER Previous archaeological investigations undertaken within the 1 km Study Area

HER No.	Name	Easting	Northing
EWI3214	Watching Brief on Land Adjacent to The Portway, Salisbury	415154	133877
EWI4018	Evaluation at Castle Gate Development, Old Sarum Airfield	414965	133328
EWI4020	Desk Based Assessment at Old Sarum Airfield	415148	133145
EWI4021	Geophysical Survey at Old Sarum Airfield, Salisbury	415387	133507
EWI4027	Assessment at Bishopdown Farm, Salisbury	415096	132348
EWI417	Excavation at the Beehive Park and Ride, Salisbury	414398	133329
EWI4750	Desk Based Assessment on the Salisbury Northern Link Road	414587	133052
EWI5001	Evaluation at the Beehive Park and Ride	414398	133329
EWI5027	Watching Brief at Portway House, Old Sarum Park	415302	133646
EWI550	Fieldwalking and Metal Detecting on Land North of the 'Beehive', Laverstock	414449	133490
EWI5512	Evaluation at 1 Old Sarum Business Park, The Portway, Salisbury	415006	133436
EWI5866	Desk Based Assessment at Throgmorton Hall, Old Sarum, Salisbury	415721	133858
EWI5879	Evaluation at Throgmorton Hall, Old Sarum	415729	133793
EWI6015	Evaluation at Old Sarum Business Park	415085	133504
EWI6358	Evaluation on Land at Old Sarum, Salisbury	414839	133629



HER No.	Name	Easting	Northing
EWI6584	Evaluation on Land at Old Sarum, Salisbury	414839	133629
EWI6595	Excavation on Land at Old Sarum	414888	133601
EWI7218	Evaluation at MoD Playing Fields, Old Sarum	414998	133788
EWI7244	Geophysical Survey at Old Sarum Business Park	414839	133629
EWI7247	Archaeological Evaluation at the Bee Hive, Amesbury Road, Old Sarum	414356	133245
EWI7380	Evaluation at 1 Longhedge Cottages	414454	134008
EWI7471	Watching Brief on Land at Old Sarum	414839	133629
EWI7472	Evaluation at Longhedge, Old Sarum	414834	134235
EWI7473	Magnetometry Survey at Longhedge, Old Sarum	414834	134235
EWI7474	Watching Brief on Plot 2, Old Sarum Park	415488	133789
EWI7556	Evaluation at Old Sarum Airfield	414774	133145
EWI7558	Evaluation Stage 2 at Old Sarum Airfield, Laverstock, Wiltshire	414752	133162
EWI7563	Watching Brief at Land Adjacent to the Portway, Old Sarum	414755	133433
EWI7566	Desk Based Assessment at Old Sarum Airfield	414743	133164
EWI7566	Desk Based Assessment at Old Sarum Airfield	415510	133118
EWI7566	Desk Based Assessment at Old Sarum Airfield	415492	133619
EWI7616	Geophysical Survey at Old Sarum Airfield	414795	133142
EWI7649	Desk Based Assessment at Bishopdown Farm, Salisbury	414778	132268
EWI7650	Evaluation at Bishopdown Farm, Salisbury, Wiltshire.	415514	132585
EWI7651	Geophysical Survey at Bishopdown Farm	415629	132538
EWI7679	Archaeological Assessment on Land at Old Sarum	414839	133629
EWI7680	Desk Based Assessment at Portway, Old Sarum	415015	133806
EWI7705	Watching Brief at Old Sarum Community Centre	414944	133715
EWI7714	Desk Based Assessment on the Earlsdown to Camphill New Water Supply Main	411135	133723
EWI7886	Aerial Photographic Assessment at Downton Road, Fugglestone Red and Old Sarum	414252	133006
EWI8062	Evaluation on Land to the North and West of Bishopdown Farm, Salisbury, Wiltshire	415136	132678
EWI8067	Evaluation at Old Sarum Airfield (Area C), Salisbury, Wiltshire	415510	133120



HER No.	Name	Easting	Northing
EWI8135	Excavations on Land to the North, West and South of Bishopdown Farm, Salisbury, Wiltshire	415556	132577
EWI8138	Excavations at Longhedge, Old Sarum, Salisbury, Wiltshire (Phase 2)	414823	134187
EWI8186	Evaluation on Land at Riverdown Park, Salisbury	414880	132604
EWI8192	Excavations at Greentrees School, Bishopdown	415166	132624
EWI8945	Geophysical Survey at Old Sarum Airfield	415453	133113
EWI8970	Watching Brief at School Site, Old Sarum	414959	133638
EWI8983	Watching Brief of Land at 1 Longhedge Cottages	414452	134008
EWI8993	Watching Brief at Old Sarum Primary School	414950	133619
EWI9818	Evaluation at Land West of A345 Amesbury Road	414517	134309
EWI10069	Geophysical Survey at Land North of the Beehive Park & Ride	414463	133570
EWI10155	Archaeological Evaluation at Old Sarum Cottages, Portway	414570	133323
EWI10258	Excavation at Westside Close, Old Sarum	415198	133803
EWI10258	Excavation at Westside Close, Old Sarum	415205	133786
EWI10258	Excavation at Westside Close, Old Sarum	415225	133781
EWI10471	Watching Brief at Land Adjacent to 10 Mynarski Close, Longhedge	414410	133924
EWI10525	Watching Brief at Alabare Development Centre, Old Sarum	414563	133442
EWI10657	Geophysical Survey of Land at Old Sarum	415580	134237
EWI11029	Evaluation of Land at Old Sarum, The Portway	415581	134236
EWI11030	Watching Brief of Land at Old Sarum	415368	134364
EWI7714	Desk Based Assessment on the Earlsdown to Camphill New Water Supply Main	416673	135749
EWI9892	The Wessex Water Corfe Mullen to Salisbury Transfer Scheme (B0400 & B0456) 2013-2016	416087	134787
EWI10114	Evaluation of Land at Westside Close, Old Sarum	415202	133808
EWI8131	Excavation of Mustang KH648. Near Old Sarum, Wiltshire	415349	134391

WHER Archaeological records within the 1 km Study Area

HER No.	Name	Period	Easting	Northing
MWI74778	Undated Ring Ditch, Old Sarum Airfield	Prehistoric	415030	133206



HER No.	Name	Period	Easting	Northing
MWI75975	Prehistoric Gullies, Laverstock Isolation Hospital	Prehistoric	414954	133626
MWI75975	Prehistoric Gullies, Laverstock Isolation Hospital	Prehistoric	414952	133621
MWI78285	Late Neolithic/Early Bronze Age Pits, Westside Close, Old Sarum	Neolithic	415226	133777
		Neolithic	415226	133777
		Neolithic	415203	133786
		Neolithic	415203	133787
		Neolithic	415208	133793
		Neolithic	415210	133795
MWI75624	Middle Neolithic Pit, Old Sarum Airfield	Neolithic	415451	133102
MWI10834	Neolithic Axe, Garden of Ford Farm	Neolithic	415800	133101
MWI11103	Neolithic Pit, The Beehive	Neolithic	414366	133321
MWI11104	Neolithic Flint Implements, Land North of the Beehive	Neolithic	414456	133480
MWI32021	Probable Neolithic Pit, the Bee Hive, Laverstock	Neolithic	414354	133244
MWI78285	Late Neolithic/Early Bronze Age Pits, Westside Close, Old Sarum	Neolithic	415212	133793
MWI10866	Bronze Age Barrow, Old Sarum.	Bronze Age	415197	134249
MWI10948	Bronze Age Barrow, West of Ende Burgh	Bronze Age	415474	134103
MWI10952	Ende Burgh or Hand Barrows	Bronze Age	415879	134047
MWI10952	Ende Burgh or Hand Barrows	Bronze Age	415901	134042
MWI10953	Barrow, Northeast of Ende Burgh	Bronze Age	415911	134087
MWI10955	Bronze Age Barrow, Southwest of Ende Burgh	Bronze Age	415466	133870
MWI10957	Bronze Age Barrow, Southwest of Ende Burgh	Bronze Age	415484	133930
MWI10958	Barrow, South West of Ende Burgh	Bronze Age	415633	133963
MWI10967	Bronze Age Barrow, Southwest of Ende Burgh	Bronze Age	415506	133927



HER No.	Name	Period	Easting	Northing
MWI10968	Bronze Age Barrow, Southwest of Ende Burgh	Bronze Age	415445	133908
MWI10969	Barrow, South West of Ende Burgh	Bronze Age	415618	133993
MWI11029	Bronze Age Barrow, Northwest of Ende Burgh	Bronze Age	415331	134269
MWI11299	Wessex Linear Ditch, Laverstock Isolation Hospital	Bronze Age	414757	133831
MWI11300	Bronze Age Round Barrow, Laverstock Isolation Hospital	Bronze Age	414893	133635
MWI11301	Undated Barrows, Laverstock Isolation Hospital	Bronze Age	414911	133597
MWI11311	Prehistoric Field System, Rockshill Plantation	Bronze Age	414943	134386
MWI78286	Bronze Age/Early Iron Age Post-Ring, Westside Close, Old Sarum	Bronze Age	415196	133788
MWI10949	Bronze Age Barrow, Northwest of Ende Burgh	Bronze Age	415638	134221
MWI10951	Barrow, West of Ende Burgh	Bronze Age	415713	134040
MWI10950		Bronze Age	415728	134052
		Bronze Age	415689	134002
		Bronze Age	415678	134009
		Bronze Age	415688	134019
MWI10851	Bronze Age Axe, West of Ford Farm	Bronze Age	415600	132900
MWI10854	Bronze Age Cremation, Castle Ford Farm	Bronze Age	415720	132910
MWI10855	Bronze Age Burials, West of Ende Burgh	Bronze Age	415420	133898
MWI10865	Bronze Age Pit, Land at Old Sarum	Bronze Age	415388	133857
MWI11117	Bronze Age Burial, Land at Old Sarum	Bronze Age	414929	133636
MWI75622	Bronze Age Pits, Longhedge Cottages	Bronze Age	414456	134007
		Bronze Age	414449	133990
		Bronze Age	414456	134007
		Bronze Age	414456	134007
MWI10867	Iron Age Features, Southwest of Hurdcott Field Barn	Iron Age	415450	134670
MWI10881	Iron Age Pits and Linears, Land at Old Sarum	Iron Age	415358	134009
MWI11310	Iron Age Enclosure, Northeast of Longhedge Farm	Iron Age	414921	134577
MWI10888	Roman Road	Romano-British	419140	133159



HER No.	Name	Period	Easting	Northing
		Romano-British	416660	132966
		Romano-British	419214	133130
MWI10890	The Port Way	Romano-British	415497	133839
MWI11138	Portway Roman Road, Old Sarum	Romano-British	414529	133094
MWI11156	Roman Road, Old Sarum to Mildenhall	Romano-British	414385	133869
MWI11157	Roman Road, Old Sarum to Winchester	Romano-British	414595	132720
		Romano-British	414654	132737
		Romano-British	414596	132723
		Romano-British	414601	132719
		Romano-British	414499	132732
		Romano-British	414501	132734
		Romano-British	414593	132723
MWI10889	Romano-British Pottery, West of Ende Burgh	Romano-British	415801	134103
MWI11168	Roman Finds, Land North of The Beehive	Romano-British	414452	133474
MWI11175	Undated Ditch, Land at Old Sarum	Romano-British	414932	133439
MWI11279	Romano-British/Medieval Linear, Land at Old Sarum	Romano-British	414656	133657
MWI11138	Portway Roman Road, Old Sarum	Romano-British	414217	132914
		Romano-British	414240	132899
MWI11156	Roman Road, Old Sarum to Mildenhall	Romano-British	414187	132930
MWI10909	Saxon Burials, Ende Burgh	Anglo-Saxon	415880	134052
MWI10910	Saxon Brooch, Ford	Anglo-Saxon	415901	133151
MWI10911	Saxon Coin, Ford	Anglo-Saxon	415900	132900
MWI10934	Medieval Brooch, Ford	Medieval	415900	133150
MWI11230	Medieval Finds, Land North of The Beehive	Medieval	414393	133417
MWI74545	17th Century Sconce, Longhedge	Post-medieval	414721	134050
MWI11266	Medieval Finds, Old Sarum East suburb	Post-medieval	414700	132800
MWI74545	17th Century Sconce, Longhedge	Post-medieval	414726	134065



HER No.	Name	Period	Easting	Northing
MWI70856	Outfarm, South of Longhedge Farm	19th Century	414492	134093
MWI70857	Site of Outfarm, South of Longhedge Farm	19th Century	414460	134041
MWI70865	Ford Farm	19th Century	415764	132917
MWI70867	Manor Farm	19th Century	415745	133253
MWI70868	Site of Outfarm, North East of Manor Farm	19th Century	415904	133409
MWI10939	Old Sarum Airfield	Modern	415484	133800
MWI10943	Second World War Pillbox, Ende Burgh Enclosure	Modern	415904	134144
MWI31529	WWII Pillbox, Old Sarum Airfield	Modern	415398	133577
MWI31995	World War One Aircraft Hangars, Old Sarum Airfield	Modern	415242	133537
MWI32022	Mid-20th Century Rubbish Pit, the Bee Hive, Laverstock	Modern	414365	133251
MWI77676	WWII Small Arms Range, Old Sarum Airfield	Modern	415649	133507
MWI10939	Old Sarum Airfield	Modern	415067	133390
MWI10939	Old Sarum Airfield	Modern	414841	133325
MWI74544	WWII Practice Trenches, Longhedge	Modern	415050	134290
MWI75922	Mustang Crash Site, Old Sarum	Modern	415369	134350
MWI75621	20th Century Magazine, Old Sarum Airfield	Modern	414752	133223
MWI77913	TYPE FW3/22 Pillbox, Old Sarum Airfield	Modern	414860	133340
MWI10981	Enclosure, South of Ende Burgh	Undated	415911	133931
MWI10993	Field System, Northwest of Ende Burgh	Undated	415136	134637
MWI10993	Field System, Northwest of Ende Burgh	Undated	415117	134713
MWI10996	Ditches, East of Ende Burgh	Undated	415909	133915
MWI11008	Undated Ditch, East of End Burgh	Undated	416119	133909
MWI11012	Undated Ditches, Old Sarum Airfield	Undated	415347	133239
MWI11030	Undated Ditch, West of the Ende Burgh	Undated	415472	133953
MWI74546	Undated Lynchets, Longhedge	Undated	414922	134467
MWI74548	Undated Ditches, Longhedge	Undated	414888	134125
MWI74549	Undated Pits and Quarries, Longhedge	Undated	414706	134203



HER No.	Name	Period	Easting	Northing
MWI74624	Undated Ring Ditches, South of Green Acres	Undated	415522	132618
MWI74625	Undated Pits, South of Green Acres	Undated	415662	132529
MWI74779	Undated Pits, Old Sarum Airfield	Undated	415041	133193
MWI74780	Undated Ditches, Old Sarum Airfield	Undated	415154	133288
MWI74883	Undated Pits, Laverstock Isolation Hospital	Undated	414837	133599
MWI74884	Undated Ditch, Laverstock Isolation Hospital	Undated	414674	133694
MWI74885	Undated Ditch, West of the Ende Burgh	Undated	415370	133991
MWI74886	Undated Pits, West of the Ende Burgh	Undated	415355	133994
MWI11001	Undated Field System, South of Green Acres	Undated	415166	132568
MWI76027	Undated Gullies, Old Sarum Primary School	Undated	415053	133623
		Undated	415055	133625
MWI78243	Undated Ditch, North of Beehive Carpark	Undated	414402	133551
		Undated	414414	133586
		Undated	414424	133594
MWI78245	Undated Pits, North of Beehive Carpark	Undated	414514	133649
MWI78246	Undated Quarries, North of Beehive Carpark	Undated	414437	133532
		Undated	414446	133494
MWI78287	Undated Linear, Westside Close, Old Sarum	Undated	415225	133837
MWI10980	Enclosure, West of Ende Burgh	Undated	415760	134087
MWI10983	Ditch, South and West of Ende Burgh	Undated	415674	134031
MWI74548	Undated Ditches, Longhedge	Undated	415482	134448
MWI10944	Possible Bronze Age Burial, Southwest of Ende Burgh	Undated	415740	133880
MWI11280	Undated Ditch, Land at Old Sarum	Undated	414807	133766
MWI11281	Undated Posthole, Land at Old Sarum	Undated	414820	133526



HER No.	Name	Period	Easting	Northing
MWI11345	Roman Trackway, North of the Beehive	Undated	414465	133300
MWI75623	Undated Post Holes, Longhedge Cottages	Undated	414455	134002
		Undated	414428	133955
		Undated	414424	133961
MWI74546	Undated Lynchets, Longhedge	Undated	414594	133741
MWI78628	Undated Quarry Pits or Tree-Throws, Westside Close, Old Sarum	Undated	415198	133780
MWI78629	Undated Postholes/Pits, Westside Close, Old Sarum	Undated	415226	133778



Appendix 4: List entry: Old Sarum Airfield: TA Headquarters

Official List Entry

Heritage Category: Listed Building

Grade: II

List Entry Number: 1391603

Date first listed: 01-Dec-2005

List Entry Name: OLD SARUM AIRFIELD: TA HEADQUARTERS

Statutory Address 1: OLD SARUM AIRFIELD: TA HEADQUARTERS, PORTWAY

Location

Statutory Address:

OLD SARUM AIRFIELD: TA HEADQUARTERS, PORTWAY

The building or site itself may lie within the boundary of more than one authority.

District: Wiltshire (Unitary Authority)

Parish: Laverstock

National Grid Reference: SU 15229 33599

Details

LAVERSTOCK

365/0/10010 PORTWAY 01-DEC-05 Old Sarum Airfield (East side) Old Sarum Airfield: TA Headquarters

GV II Station headquarters. 1935 - 6. A Bulloch, architectural advisor to the Air Ministry's Directorate or Works and Buildings. Drawing No 135/35. Flemish bond brick, slate roof covering to pitched area, concrete structure with asphaltic finish to flat section.

PLAN: A main range in 2 storeys with flat roofs is in double-banded offices, with central entrance through a small lobby to large circulating hall, from which a central passageway is taken through on the main axis to a doorway at the rear. This range is flanked at either side by single-storey pavilions with hipped roofs, and across the rear a similar hipped unit, forming an asymmetrical 'H' in plan. The main open-well staircase is in the link building.

EXTERIOR: Small-paned timber sashes to all windows. The central 2-storey range is in 7 bays, with large upper lights, but smaller lower ones to flat segmental heads. A central pair of panelled doors to radial fanlight is set in responds with a moulded arch keystone and is all original. To each side the pavilions, in the same plane as the 2-storey range, have 3 bays of near-square lights, with 3 on the returns and rear, but the left-hand unit has to the rear an open 3-arched loggia on paired square piers, with voussoir arches to a keystone, and rudimentary capitals and bases. The back of the main range has 2 lights at each level, and returns to the T-arm at the same height, with 3 lights to each level to the NE, but smaller lights and a door, to the stair lobby, on the SW. The transverse rear range, like the pavilions with a high parapet, has 3 lights each side of a pair of doors in arch and responds similar to the front: this was originally the operations room. It returns to 3 bays each end, and 2 on the inner returns. Original hopper-heads and downpipes remain to all elevations.

INTERIOR: plain, retains dog-leg stair and some original joinery.

HISTORY: This is a distinctive design of 1935 by the Air Ministry architect, A Bulloch. Detailing is restrained throughout, but massing, spacing and proportions are carefully considered, in the neo-



Georgian style favoured at this period, and influenced by the impact of the Royal Fine Arts Commission, especially through the architect, Sir Edwin Lutyens.

This building makes a significant contribution to a key aviation site. See description of hangars for fuller history and account of Old Sarum airfield.

Legacy

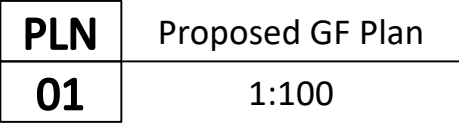
The contents of this record have been generated from a legacy data system.

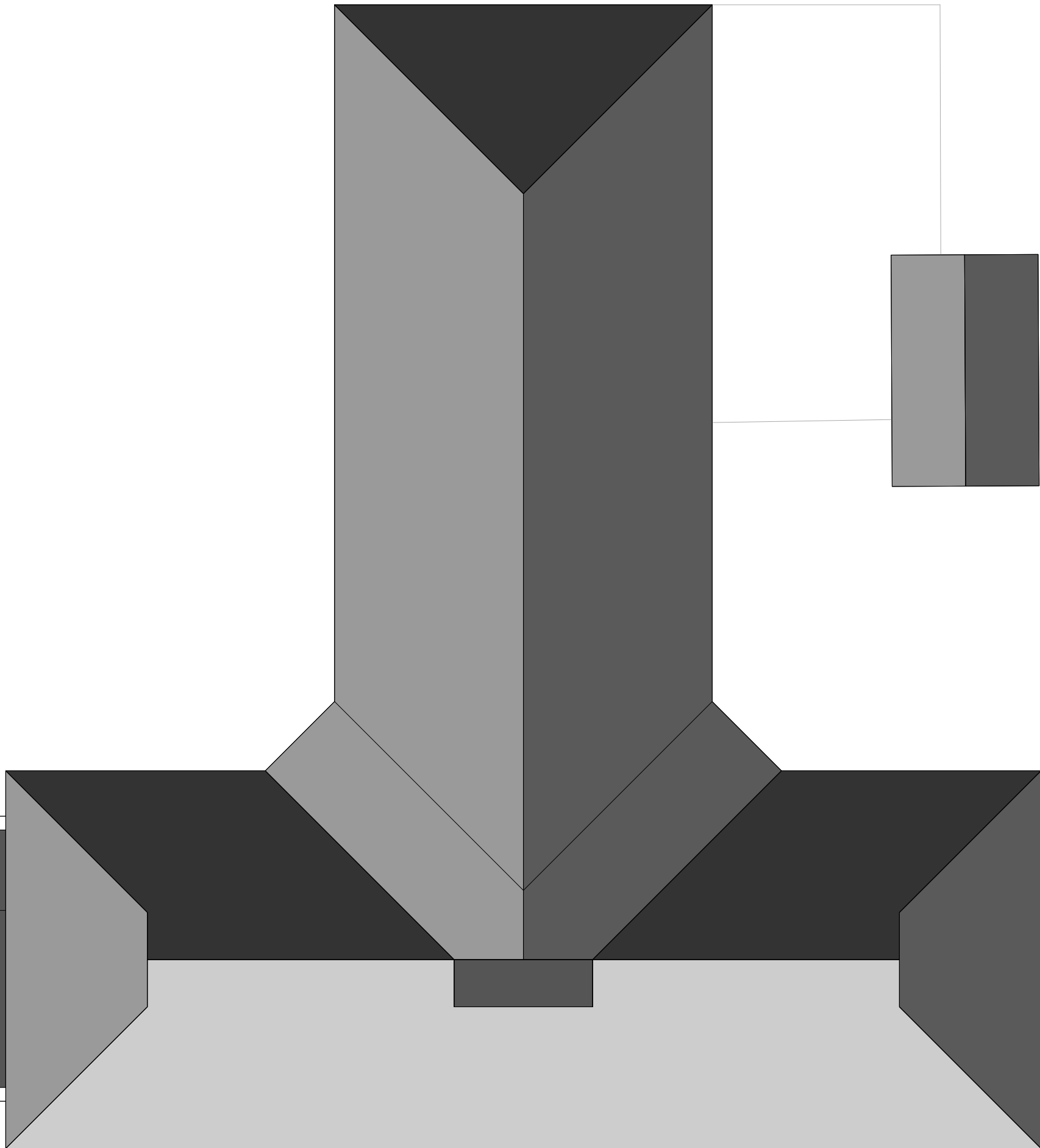
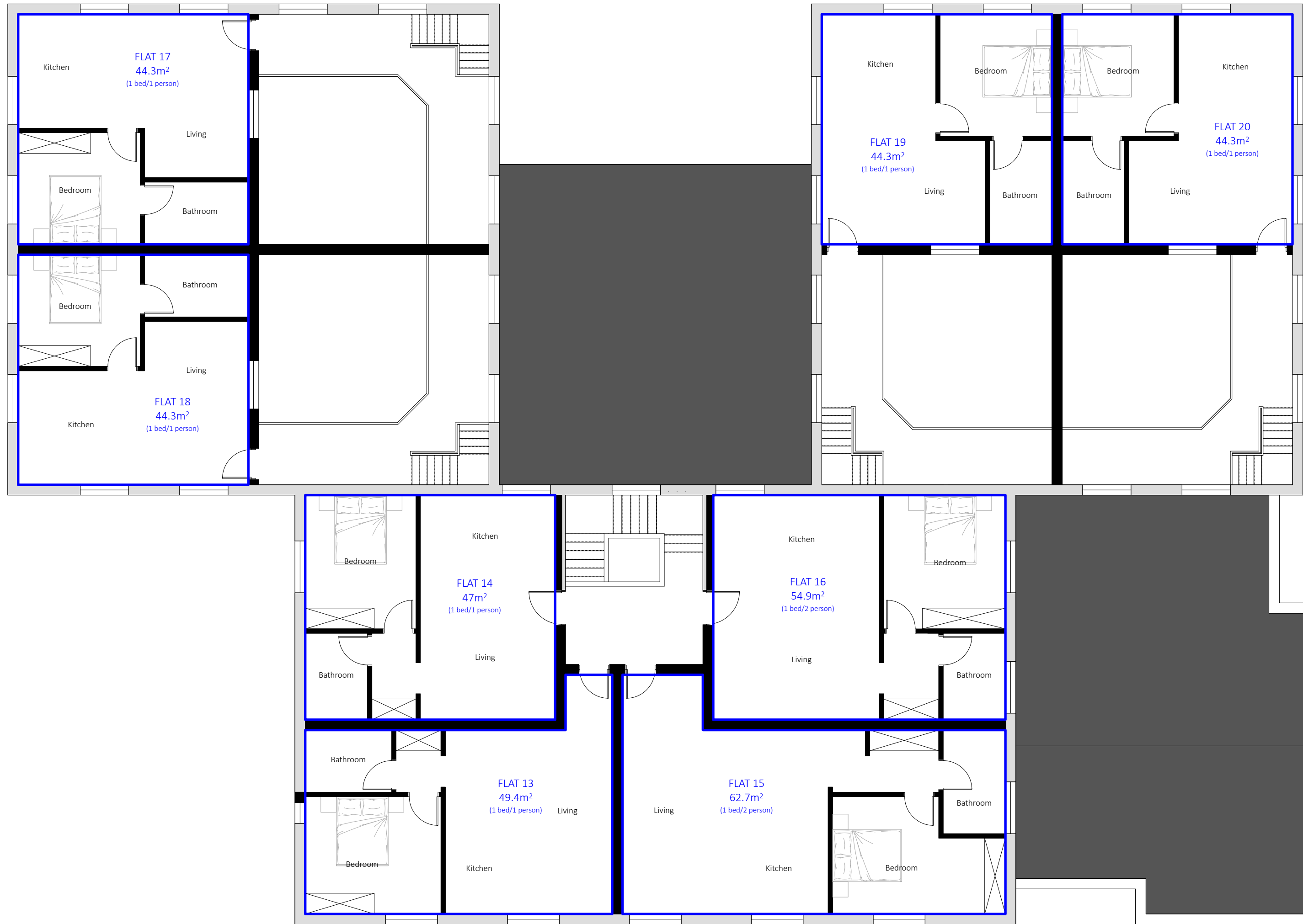
Legacy System number: 495995

Legacy System: LBS



Appendix 5: Proposed development drawings – Portway House





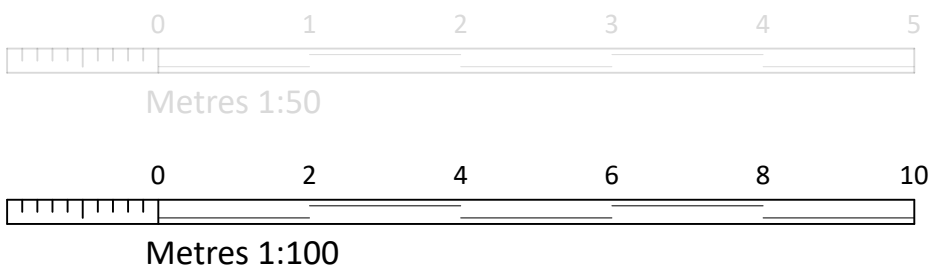
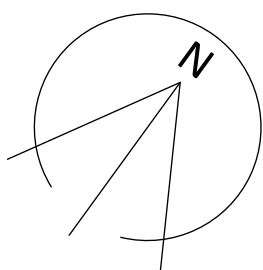
PLN	Proposed FF Plan
02	1:100

FEASIBILITY



PAUL STEVENS ARCHITECTURE LTD
Unit 3 Boathouse Meadow Business Park
Cherry Orchard Lane
Salisbury
Wiltshire
SP2 7LD
Tel No: 01722 349384

THIS DRAWING IS COPYRIGHT AND MUST NOT BE COPIED OR USED WITHOUT WRITTEN CONSENT. DO NOT SCALE FROM THIS DRAWING – FIGURED DIMENSIONS ONLY. ALL DIMENSIONS AND LEVELS TO BE VERIFIED ON SITE PRIOR TO WORKS. ANY DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY. THIS DRAWING IS FOR [PLANNING / BUILDING REGULATIONS] PURPOSES ONLY UNLESS EXPRESSLY STATED OTHERWISE. ALL STRUCTURAL ELEMENTS AND SPECIALIST INSTALLATIONS TO BE DESIGNED AND CERTIFIED BY OTHERS. CONTRACTORS ARE RESPONSIBLE FOR SAFE WORKING PRACTICES AND COMPLIANCE WITH CURRENT REGULATIONS.



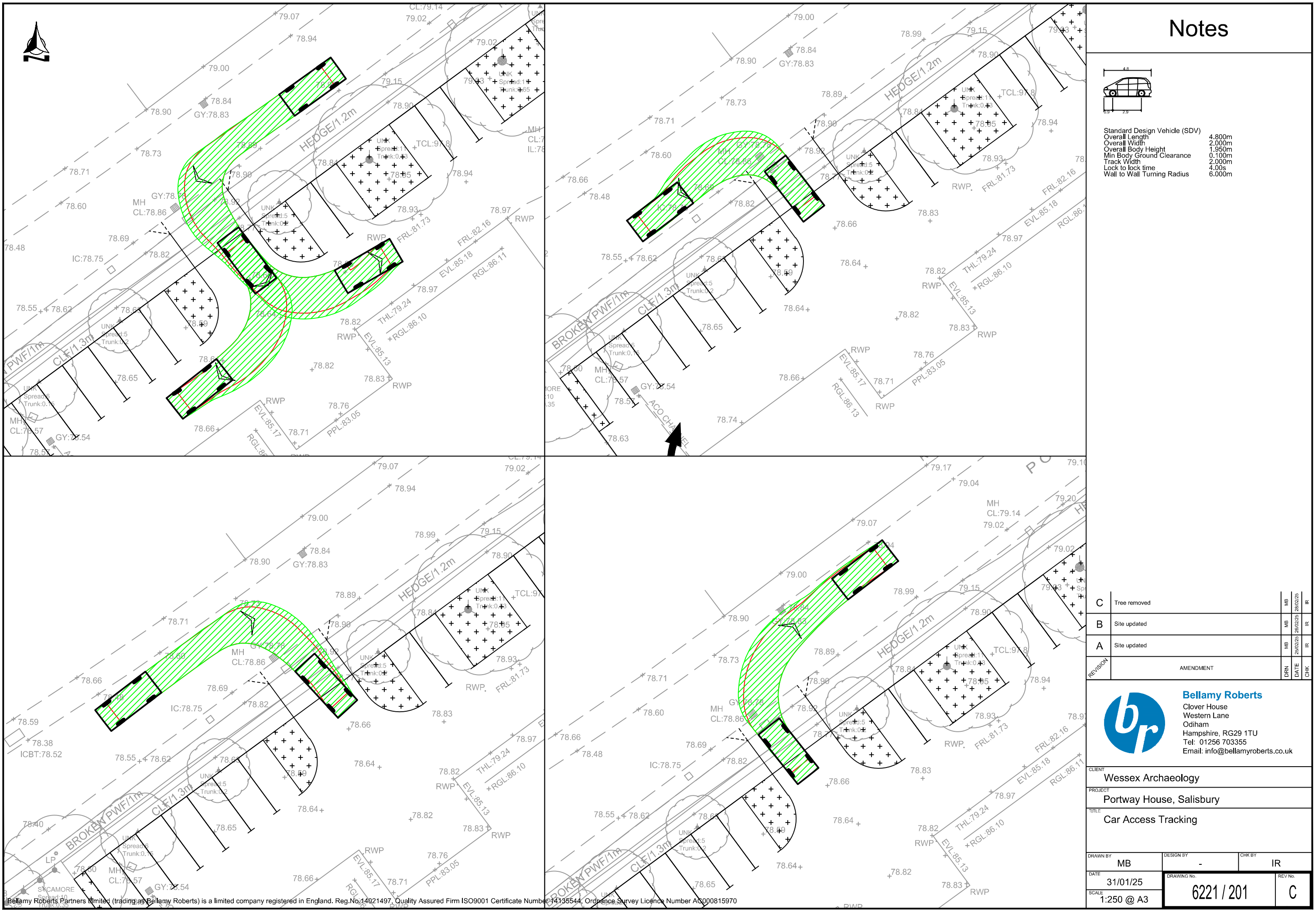
Scale:
1:100 @ A1
Drawn by:
DJH
Date:
17/12/2025

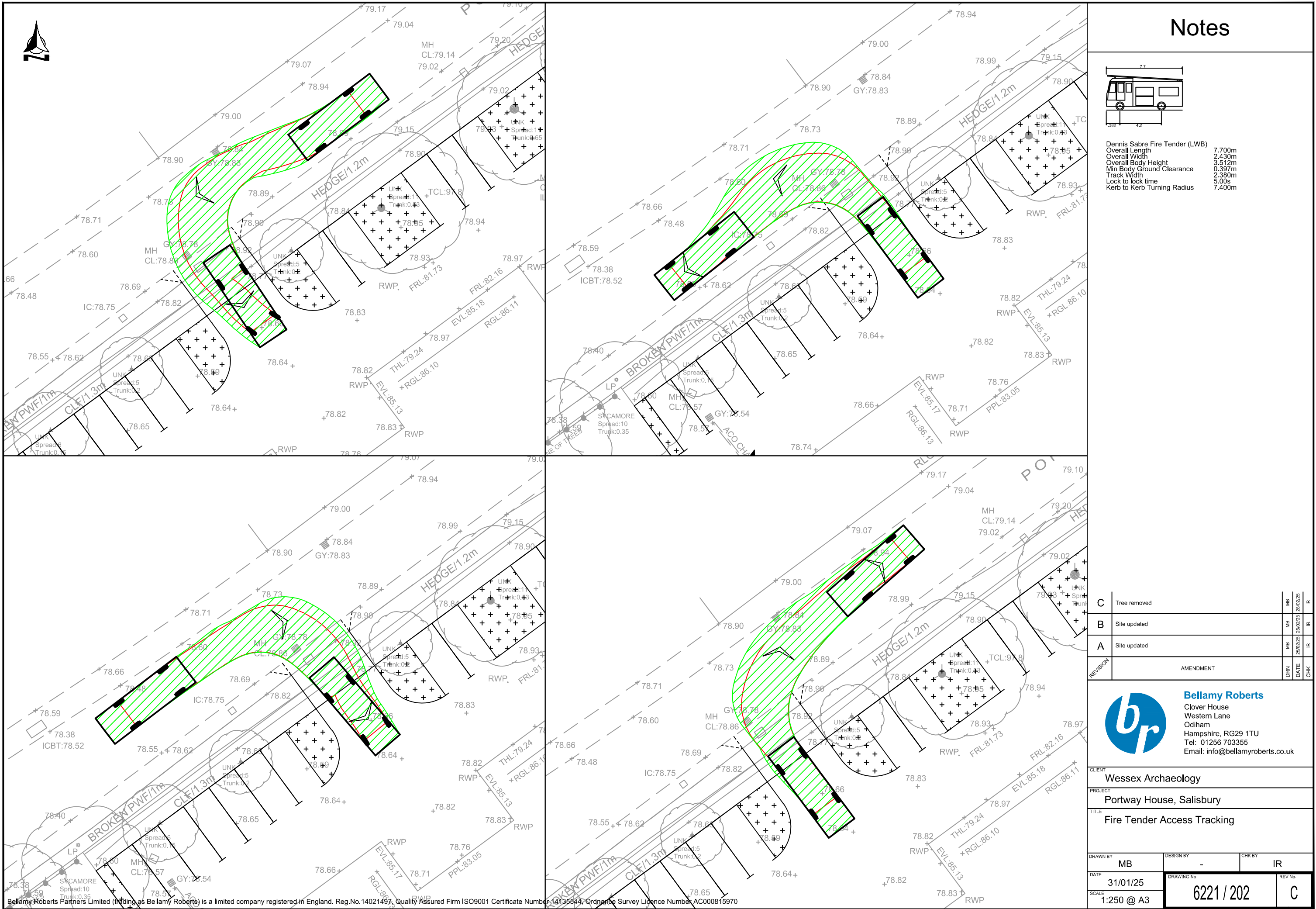
Project:
**PORTWAY HOUSE
OLD SARUM PARK
SALISBURY
WILTSHIRE
SP4 6EB**

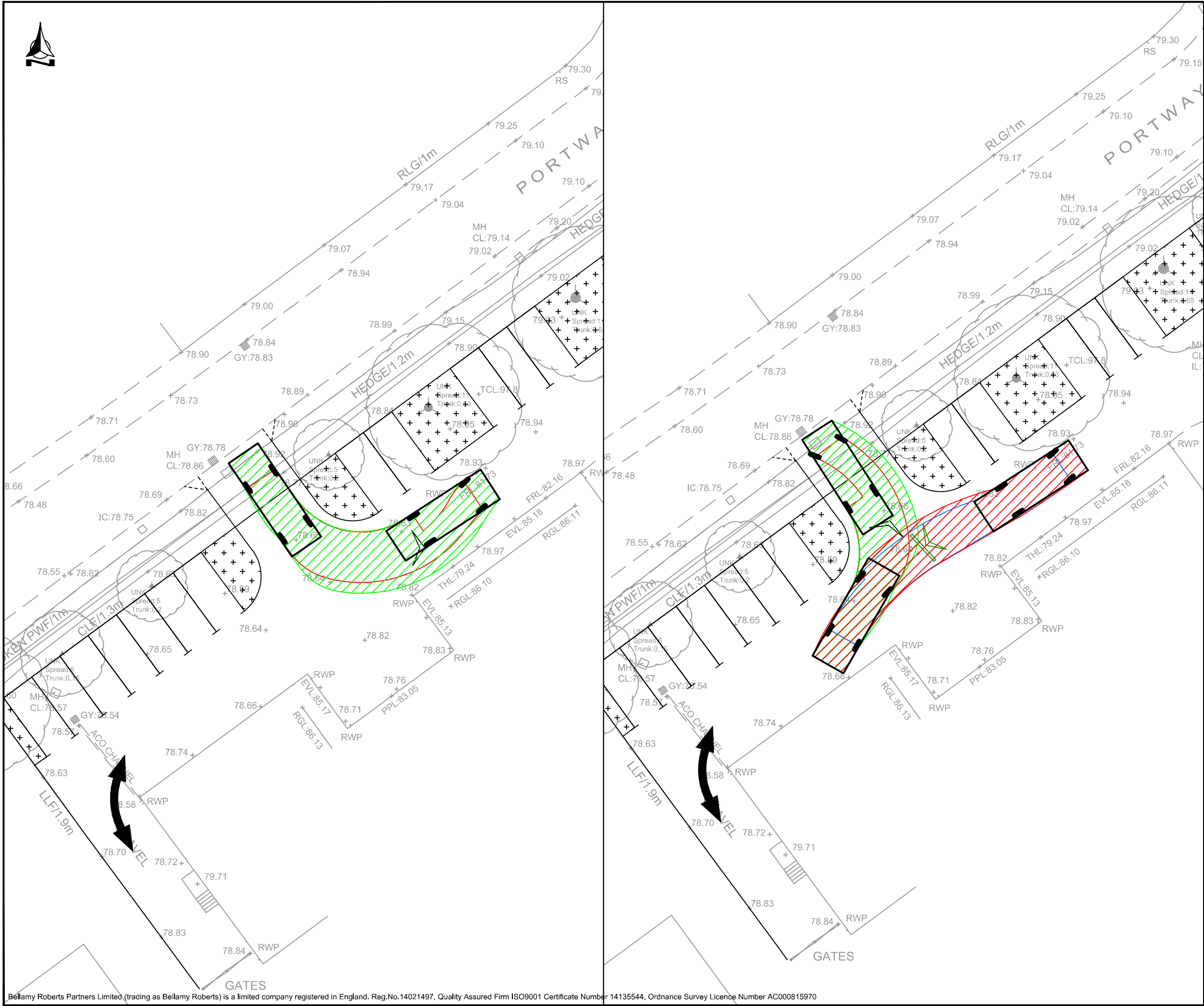
Drawing:
**PROPOSED
FF PLAN**
DWG No:
1171/05
Rev:
A



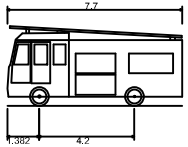
Appendix 6: Proposed development drawings – New entrance to Portway House







Notes



Dennis Sabre Fire Tender (LWB)
Overall Length 7.70m
Overall Width 2.43m
Overall Body Height 3.51m
Min Body Ground Clearance 0.39m
Track Width 2.38m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.40m

C	Tree removed	MB	IR
B	Site updated	MB	IR
A	Site updated	MB	IR
REVISION	AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Wessex Archaeology
PROJECT	Portway House, Salisbury
TITLE	Fire Tender Internal Tracking

DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	31/01/25	DRAWING No.	6221 / 203	REV No.	C
SCALE	1:250 @ A3				



Wessex Archaeology Ltd registered office Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk www.wessexarch.co.uk

