



The Old Airfield, Honeystreet, Pewsey, Wiltshire, SN9 5PS

Heritage Impact Assessment

13 May 2026

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Non-Technical Summary

Heritage Planning Services has been commissioned by Mr Jon Dunford to prepare a Heritage Impact Assessment in favour of land at The Old Airfield, Honeystreet, Pewsey, Wiltshire, SN9 5PS (the Project Site).

The Project Site is located on agricultural land between the Wiltshire villages of Alton Barnes to the north and Honeystreet to the south, within the North Wessex Downs National Landscape. The site is accessed from the west side of the C38, the road linking Honeystreet to Alton Barnes.

The site is centred on a small single-storey brick building erected for the Royal Air Force in 1941 as part of Alton Barnes Relief Landing Ground, a wartime airfield associated with the Central Flying School at RAF Upavon. The building is typical of the lightweight, temporary structures constructed on military airfields during the Second World War, built from a single skin of brick in stretcher bond with supporting pilaster strips and an externally rendered finish. The pitched roof retains its original shallow profile and steel roof trusses, and the building preserves its original concrete floor and the remains of a water header tank which is likely to be contemporary with the building. A porched entrance and boiler room are attached to the southwest elevation.

Following the de-requisitioning of the airfield in 1947, the building passed into agricultural use and has served as a general store for the working farm. It is now redundant within a modern farming context and has deteriorated significantly, with vegetation ingress, failed render and a deteriorated asbestos roof. It is one of only two surviving above-ground structures associated with RAF Alton Barnes Relief Landing Ground and is considered to be at genuine risk of total loss through dereliction.

The Project Site lies within the boundary of the former Alton Barnes RAF Relief Landing Ground (Wiltshire Monument UID MWI8566) and in close proximity to an associated Second World War air-raid shelter (Wiltshire Monument UID MWI31609) located 40m to the northeast. The wider landscape preserves further evidence of the wartime defensive network, including pillboxes and a road block along the nearby Kennet and Avon Canal, which formed part of the GHQ Blue Line defence.

The report has been requested to inform plans for the proposed restoration, renovation and extension of the former RAF temporary brick hut to form a detached single storey dwelling.

The proposed scheme provides for the restoration, repair and adaptive reuse of the historic building as a single-storey dwelling, with a new pitched-roof extension and a flat-roofed link to the southwest elevation. The decision to retain, repair and bring the building into beneficial use, rather than allow it to deteriorate further or consent to its demolition, is in principle a positive heritage outcome and is welcomed.

The principal heritage features of the scheme are positive. The retention of the steel roof trusses in situ within the proposed vaulted living space, the modest Crittall door arrangement contained within the original bay on the northwest elevation, the corrugated or ribbed metal roof covering in lead-grey on the historic building, the consistent use of Crittall-style windows and doors across the host building and the new structures, and the use of vertical timber cladding on the new extension and link, all demonstrate a clear understanding of the building's heritage significance and a measured approach to its conservation.

1. Introduction

- 1.1. Heritage Planning Services has been commissioned by Mr Jon Dunford to prepare a Heritage Impact Assessment in favour of land at The Old Airfield, Honeystreet, Pewsey, Wiltshire, SN9 5PS (the Project Site).
- 1.2. The Project Site is centred on a small temporary brick hut erected for the RAF in 1941 as part of Alton Barnes Relief Landing Ground. Due to the historic use of the building and its association with RAF Alton Barnes, the hut is classified as a non-designated heritage asset.
- 1.3. The report has been requested to inform plans for the proposed restoration, renovation and extension of the former RAF temporary brick hut to form a detached single storey dwelling.
- 1.4. The report has been completed by Sam Driscoll, MCIfA under Project Code HPS707/25.

2. The Project Site

- 2.1. A site visit was carried out on the 16th October 2025, in dry sunny conditions.
- 2.2. The Project Site comprises a temporary brick hut, sometimes referred to as a half-brick hut, erected by the RAF in 1941 in a style ubiquitous to early 20th century military sites. The walls are built from a single skin of brick in stretcher bond with supporting piers to assist with structural integrity. The pitched roof comprises a lightweight steel frame with corrugated asbestos sheet roofing material. The battens holding the internal cladding partially survive, as does a sample of the plasterboard. The modest building has a concrete floor and is externally rendered.
- 2.3. It is possible that the temporary hut was erected by building firm Messrs. F. Rendell and Sons of Devizes, who carried out extensive contracted works at RAF Upavon, RAF Alton Barnes and RAF Clyffe Pypard during the Second World War.¹
- 2.4. The building is rectangular in plan, with a porched entrance on the southwest elevation and adjacent boiler room. The water header tank and pipework, thought to be contemporary with the original building, are still in place within the main structure. The intended lifespan was short,

¹ Wiltshire Times and Trowbridge Advertiser - Saturday 13 September 1947

with the building expected to last around ten years, despite this, the hut preserved on the Project Site is still standing after 84 years.

2.5. The Project Site is situated on agricultural land between the Wiltshire villages of Alton Barnes (north) and Honeystreet (south). The site is accessed west off the C38, linking the small village of Honeystreet to Alton Barnes to the north.



Figure 1 Indicative Project Site redline boundary. Centred on SU 10387 61714.

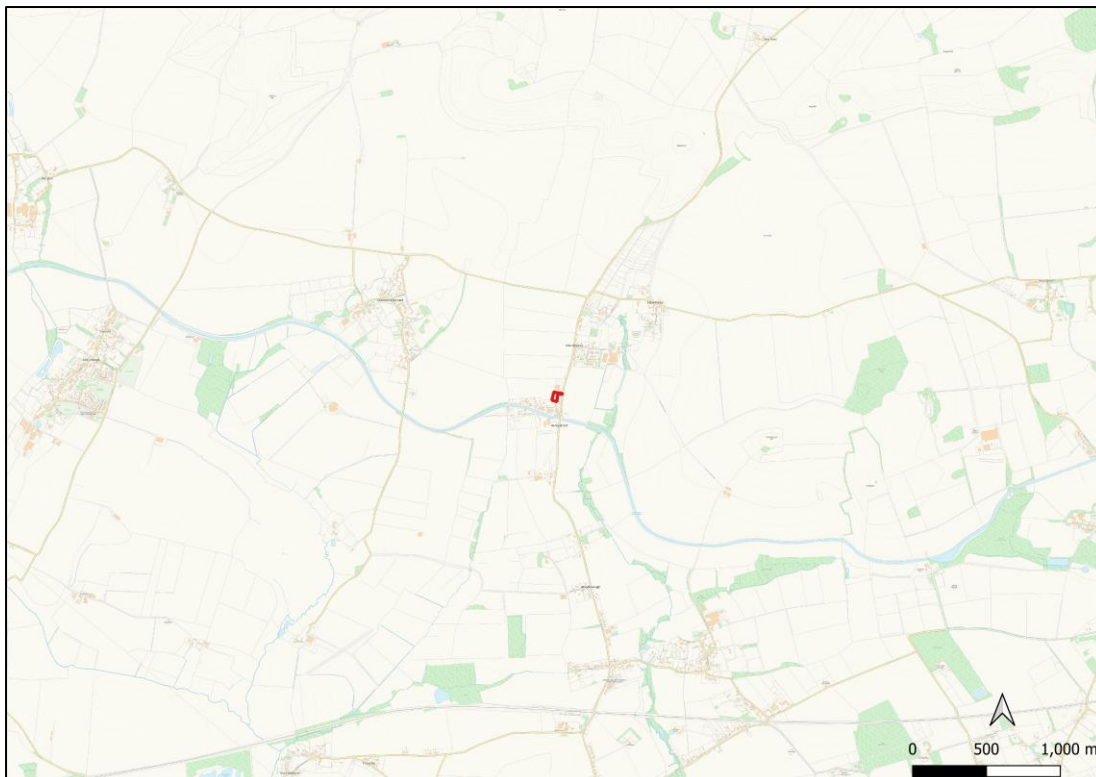


Figure 2 General Project Site location outlined in red. Centred on SU 10387 61714.

2.6. The Project Site forms part of the former Alton Barnes RAF Relief Landing Ground (Monument UID MWI8566). RAF Alton Barnes Relief Landing Ground formed part of a homeland defence strategy during the Second World War, which included the GHQ Blue Line defence following the course of the Kennet and Avon Canal, situated approximately 90m south of the Project Site. The wider landscape preserves associated structures, including pillboxes lining the waterway and a concrete road block on Honeystreet Bridge c. 160m to the SSE of the Project Site.

2.7. Today the Project Site is defined as a disused agricultural store set on a working farm within the southwest region of the North Wessex Downs National Landscape.



Photo 1 West facing view of RAF Alton Barnes temporary brick hut, erected 1941 (Scale 2m).



Photo 2 NNW facing view of RAF Alton Barnes temporary brick hut. (Scale 2m).



Photo 3 Northeast facing view of RAF Alton Barnes temporary brick hut. (Scale 2 m).



Photo 4 Internal northwest facing view with water header tank in situ.

3. Public Rights of Way & Public Spaces

- 3.1. Public Right of Way ALTO9 follows the route of the Kennet and Avon Canal on the south side, to the south of the Project Site.
- 3.2. Public Right of Way SSTB5 linking Honeystreet to the village of Stanton St. Bernard is situated to the west.
- 3.3. There are no significant views of the Project Site from either of the Public Rights of Way.

4. Designated and Non-Designated Heritage Assets

Designated Areas

- 4.1. The Project Site is not within a Conservation Area. The closest Conservation Area is that of Alton Barnes, situated 270m to the north.
- 4.2. The Project Site is situated within the North Wessex Downs National Landscape.

Listed Buildings

4.3. There are two listed buildings within a 250m radius of the Project Site. Both are located within the village of Honeystreet. The Project Site makes no significant contribution to the character and setting of either building.

The Mill House

4.4. The Mill House, a Grade II listed building is located 60m south of the Project Site, with its principal elevation facing the lane to the south and access from Honeystreet to the east.

4.5. The early to mid-19th century building has historic, architectural and aesthetic significance and is situated within a private setting ([List Entry Number: 1286094](#)).

4.6. A row of modern outbuildings to the rear of the garden plot to the north interrupt open views towards the Project Site.

4.7. The property boundary of The Mill House abuts the proposed southern Project Site boundary. During the recent site visit it was noted that there are no longer any windows on the north elevation of The Mill House and therefore development of the Project Site will not impact on private views north from the dwelling.

4.8. The Project Site does not contribute to significant views towards, from or across The Mill House. Views south towards The Mill House from the hills to the north are interrupted by a 9m tall storage barn erected on agricultural land 70m to the north of the listed building.

4.9. The proposed modest single storey development of the Project Site is considered to have a neutral impact on the special character and setting of the Grade II listed Mill House.



Photo 5 South facing view of the grade II listed Mill House from the Project Site. Property marked with a blue arrow.

Wharfside Cottage

4.10. Wharfside Cottage, a Grade II listed building is situated to the west of Honeystreet, with its south gable facing the Kennet and Avon Canal and east facing principal elevation. The cottage is situated within a canalside setting which contributes to the character of the early to mid-19th century cottage ([List Entry Number: 1035764](#)).

4.11. The listed building is situated 240m to the southwest of the Project Site and is obscured from view by the canalside development to the east.

Non-Designated Heritage Assets

Vale Cottage

4.12. Vale Cottage was erected north of the canal between 1810 and 1838 and extended in the mid to late 19th century. Although not listed, the building preserves the architecture of one of the early buildings of the 19th century canalside settlement.

4.13. The cottage has historic significance and is set within its early 19th century curtilage. The principal elevation faces Honeystreet to the east and there are interrupted views northwest from

the first floor of the cottage across the Project Site and the wider landscape. Whilst the view makes a contribution to the wider setting of Vale Cottage, development of the scale proposed is not expected to have a significant impact on the special character and significance of the dwelling.



Photo 6 SSE facing view of Vale Cottage (red arrow) from the Project Site.

RAF Alton Barnes Relief Landing Ground (Wiltshire MonUID: MWI8566)

4.14. The Project Site is situated within the boundary of the former Alton Barnes RAF Relief Landing Ground (Wiltshire MonUID: MWI8566).

4.15. The site was in use as a relief landing ground for Upavon Central Flying School from 1935. In 1941 the landing ground was upgraded with barracks, aircraft hangars and training facilities added mostly along the east side, with easy access from the road.

4.16. Following the end of the war the site was cleared and returned to agricultural use; however, evidence of buildings survives in the form of a temporary brick hut (Project Site), an air-raid shelter to the east of the Project Site, building platforms and evidence of ruined structures across the former landing ground.

Temporary Brick Hut (erected c. 1941) Former Link Flight Simulator Training Hut

4.17. The proposed development is focused on the extension and restoration of a temporary brick hut erected for RAF Alton Barnes in 1941. This ubiquitous building style was widely erected on early 20th century military sites owing to its versatile design. The hut is believed to have housed a Link Flight Training Simulator during the wartime occupation of the military airfield. As such, the building preserves a rare surviving element of Alton Barnes RAF Relief Landing Ground with an interesting social history.

Air Raid Shelter (Wiltshire MonUID: MWI31609)

4.18. A well preserved subterranean air-raid shelter erected for RAF Alton Barnes is located 40m northeast of the Project Site (Wiltshire MonUID: MWI31609). Whilst there is no significant intervisibility between the Project Site and the air-raid shelter, the building forms part of a group of standing and below and above ground structural remains that contribute to the understanding of the history of the Project Site.

GHQ Blue Line

4.19. The Project Site lies close to the GHQ Blue Line 1940s defence that followed the line of the Kennet and Avon Canal. Defensive structures associated with the Blue Line are notable along the course of the canal, including pillboxes and a road block.

Summary

4.20. The proposed renovation and extension of the Project Site represents a positive and beneficial outcome for the surviving Second World War heritage landscape associated with the Alton Barnes Relief Landing Ground (Wiltshire MonUID: MWI8566). The Project Site forms a rare and tangible element of what was once a busy wartime training airfield, and the temporary brick hut retains historic and social interest as one of the very few upstanding structures from that period to survive in this landscape.

4.21. Taken together, the surviving building platforms, ruined structural remains, subterranean shelter and the Project Site building constitute a meaningful record of RAF Alton Barnes and its role in Second World War. By preserving and sensitively adapting a prominent surviving element, the proposed scheme would make a positive contribution to the understanding, appreciation and long-term survival of this important historic landscape.

4.22. The development would have no direct physical impact on the adjacent air-raid shelter (Wiltshire MonUID: MWI31609), the below-ground building platforms, or the ruined structural

remains across the former landing ground, all of which would remain undisturbed; the impact on these associated assets is therefore assessed as neutral.

4.23. Similarly, whilst the Project Site lies in close proximity to the GHQ Blue Line defensive corridor along the Kennet and Avon Canal, the proposed development would neither affect the physical integrity of the defensive structures nor diminish the ability to understand and appreciate their relationship to the wider wartime landscape; the impact in this respect is also assessed as neutral.

5. Historic Development

5.1. The Project Site has its history in the early years of UK military aviation, motivated by Samuel Franklin Cody's sustained, powered and controlled flight of the first heavy aircraft in 1908. The British military had employed the use of balloons and airships in the late 19th and early 20th century for reconnaissance, even experimenting with the idea of manned kites; however, Cody's inaugural flight from Farnborough Common, Hampshire marked a turning point in the development of aircraft for military purposes.

5.2. The flight of British Army Aeroplane No. 1 was a first for UK aviation.² Flying at speeds of between 25 – 30 mph, the aircraft remained airborne for approximately 27 seconds.³ Through their work with Cody, the British military recognised the potential significance of air power and the impact that this could have on future military campaigns.

5.3. In these early years the Army and Navy formed separate flying services, known as the Royal Flying Corps (RFC) and the Royal Naval Air Service. The early aviation programme led to the opening of a permanent flying school at Larkhill on Salisbury Plain c. 1910, which expanded to include the Central Flying School at Upavon (Powell-Thomas, 2023). The Royal Flying Corps Central Flying School was formed at Upavon in June 1912 with the Royal Navy's Captain Godfrey Marshall Paine (1871–1932) in command, assisted by Major Hugh Trenchard (1873–1956).

5.4. The Royal Flying Corps and the Royal Naval Air Service were merged to form the Royal Air Force in April 1918 just before the end of the First World War. Following his successful posting at Upavon, Trenchard went on to assist in laying the foundations of the Royal Air Force, having been appointed Chief of Air Staff by Winston Churchill in 1919.⁴

² <https://www.airsciences.org.uk/codyflyerproject/>

³ <https://sfcody.org.uk/2024/06/14/s-f-cody-aeroplanes/>

⁴ <https://www.britannica.com/biography/Hugh-Montague-Trenchard-1st-Viscount-Trenchard>

5.5. As aviation became more sophisticated in the interwar years, the activity at Upavon intensified, resulting in the decision to establish a practice forced landing site nearby. The Project Site near Honeystreet was initially inspected by the RAF in 1935 to assess its suitability to provide an auxiliary service for the Central Flying School at Upavon, just seven miles to the SSE.⁵ The site, later known as Alton Barnes Relief Landing Ground, was found to be suitable. The landing surface was grass with no hard landing areas. In order to achieve an even landing surface, the former agricultural land was levelled to the west (Willis & Holliss 1990).

5.6. Alton Barnes Relief Landing Ground was requisitioned for the war effort in 1939. In 1941 the landing ground was temporarily closed so that the site could be developed as a standard Relief Landing Ground intended to play a vital role in the war. The landing area surface development included barracks, blister hangars, air-raid shelters, Officers' Quarters and auxiliary buildings.

5.7. RAF Alton Barnes benefitted from its proximity to the GHQ Blue Line wartime defence that followed the line of the Kennet and Avon Canal. Three gun posts were sited on the canal to the south of the airfield and three more along the road to the north, pillboxes and a road block remain as visible reminders of the Home Guard in Honeystreet.

5.8. The Project Site was likely constructed at this time. The single storey brick building was located close to the main entrance to the east, just to the rear of the Guard Room and close to the Officers' Quarters. The development of the airfield was planned to be temporary, with the majority of buildings designed to be lightweight or often prefabricated.

5.9. The building that survives on the Project Site today is typical of 1940s military airfield development. This type of building was designed to be economic, quick to build and easy to decommission, with an anticipated lifespan of only ten years. The generic design meant that once erected, the building could be put to any number of uses. Records for RAF Alton Barnes indicate that the building which survives on the former airfield was used to house a Link Trainer Flight Simulator.⁶

5.10. Link Trainers were practical flight simulators designed by Indiana born Edwin Albert Link (1904 – 1981).⁷ The simulated cockpits were developed between 1927 and 1929 and finally launched in 1929 using pneumatic bellows to create the pitch and roll of an aircraft and a small engine to simulate disturbance. Originally sold to amusement parks, the machines soon caught the attention of the US Army Air Corps. Over 10,000 Link Trainers are thought to have been

⁵ <https://altonsandhoneystreet.org.uk/village-history-alton-parish-council-representing-the-villages-of-alton-barnes-alton-priors-and-honeystreet.html>

⁶ <https://www.atlantikwall.co.uk/e-wiltshire/alton-barnes.php>

⁷ Also known as Blue Box and Pilot Trainer. <https://edencamp.co.uk/blog/forgottenfriday-the-link-trainer/>

manufactured and it is estimated that over half a million the Second World War pilots were trained to fly in one of Link's simulators.⁸

5.11. The first Link Trainers may have been purchased by the RAF as early as 1936, as a cost effective and safe method of training pilots.

5.12. Link trained pilots were considered so significant to the war effort that RAF Director of Training Air Marshal Robert Leckie famously remarked that the "Luftwaffe met its Waterloo on all the training fields of the free world where there was a battery of Link Trainers." (Nash).

The Link Trainer comprised the base, the fuselage and the instructor's desk. As the trainee piloted the Link, the instructor would provide course change instructions for the pilot to follow. It is thought that RAF Alton Barnes was used by the 29th Elementary Flying Training School (EFTS) operating out of Clyffe Pypard, Wiltshire, c. 14 miles north of Honeystreet.⁹

⁸ <https://canadianaviationmuseum.ca/operation-manna-80th-anniversary-event-april-29-2025-1000-1500/>

⁹ <https://www.atlantikwall.co.uk/e-wiltshire/clyffe-pypard.php>

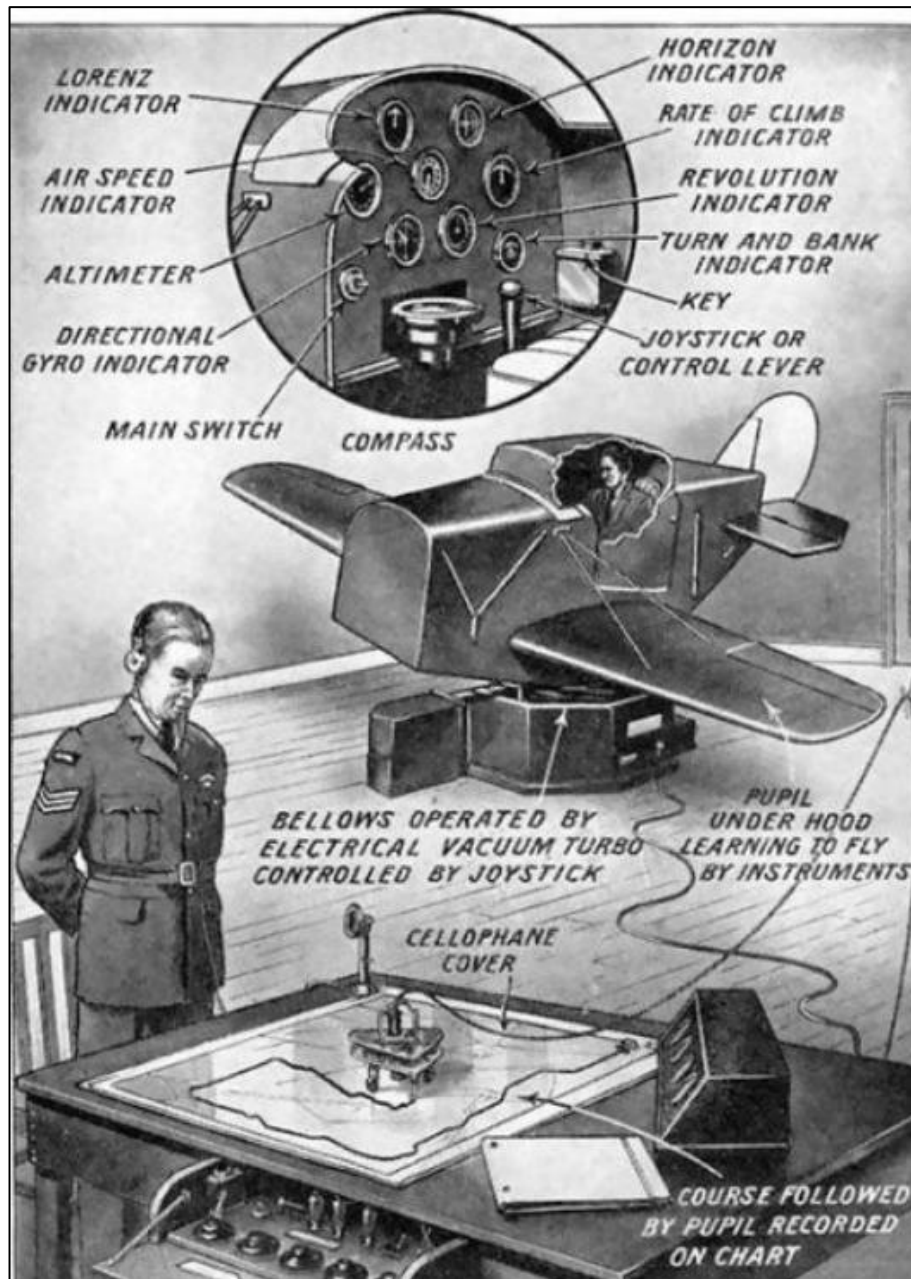


Figure 3 Link Trainer flight simulator poster.

Source: <https://prairieaviationmuseum.org/exhibits/displays/link-trainer/>

The RAF left the site in July 1945 and the airfield was officially de-requisitioned in 1947, although the land remained in the ownership of the Air Ministry until 1959.



Figure 4 RAF aerial photograph of the Project Site (blue arrow) in July 1946.

Sortie: RAF/106G/UK/1661 Source: <https://historicengland.org.uk>

5.15. The land was eventually returned to agricultural use, as it is today. Throughout the remainder of the 20th century the brick hut was used as a general agricultural store.

5.16. An agricultural storage barn was constructed to the north of the Project Site in 2017/2018 and a hardstanding was established between the two buildings, with access from Honeystreet.

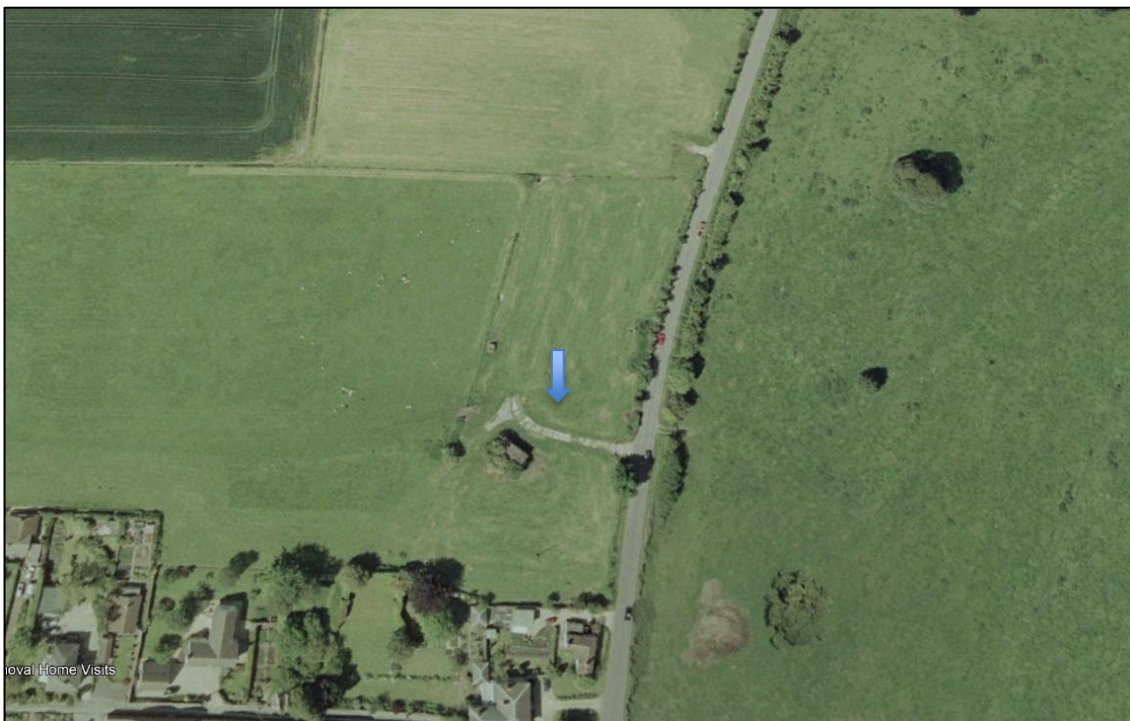


Figure 5 Aerial Photograph of the Project Site in 2002.

Part of the Second World War access track can be seen to the north of the temporary brick hut, marked with the blue arrow.

5.17. The 1941 brick hut is now redundant, considered to be of no practical use within modern farming. Exposure to the elements within a working farm setting has had a detrimental impact on the building, which is deteriorating.



Figure 6 2025 view of the Project Site.

Extended barn to the north and parking for the local café in the field to the southeast. The Second World War brick hut is indicated by the blue arrow.

6. Planning Policy

6.1. With regards to the relevant policy and development framework, the following are considered appropriate to the current proposal:

National Planning Policy Framework (NPPF), 2024;

"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.

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.

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.

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 accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

Wiltshire Core Strategy adopted 2015

Core Policy 58 Ensuring the conservation of the historic environment.

"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. nationally significant archaeological remains;
- ii. World Heritage Sites within and adjacent to Wiltshire;
- iii. buildings and structures of special architectural or historic interest;
- iv. the special character or appearance of conservation areas;

- v. historic parks and gardens;
- vi. important landscapes, including registered battlefields and townscapes.

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 (Ensuring High Quality Design and Place Shaping).

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."

7. Statement of Significance

7.1. Whilst the former RAF temporary brick hut has little architectural merit, the building has considerable evidential value as one of only two surviving standing buildings representing the relatively short-lived but significant role played by RAF Alton Barnes during the Second World War. The survival of the building provides a visual reference to the history of a site that played an important part in the wider defensive network of Britain during the war years and, through its association with RAF Upavon, had a part to play in the early aviation history of the United Kingdom. The building's specific association with the Link Trainer flight simulation, a programme credited with training over half a million Allied pilots, gives the structure a communal and associative significance that extends well beyond its modest physical form. Internally, the surviving steel roof trusses and water header tank retain direct physical evidence of the building's use and construction, adding to its evidential value.

7.2. The RAF building is indicative of a general move away from permanent and sometimes monumental defensive structures that are preserved in the British landscape as notable survivors of past conflict. The change that occurred in the late 19th and early 20th century is represented by the advent of the lightweight, low cost, temporary (and often prefabricated) buildings that were favoured for their versatility and ability to respond rapidly to threat. This is epitomised by the prompt mobilisation of RAF Alton Barnes in response to the need for a home guard and the increased threat of aerial attack in 1941.

7.3. Following the de-requisitioning of the RAF airfield in 1947, the military setting has eroded significantly over time. As the land returned to agricultural use, the organised military landscape was gradually replaced by that of a modern working farm, leaving the built remnants of RAF Alton Barnes as isolated monuments within a largely agrarian landscape. The immediate setting no longer makes a significant contribution to the military significance of the Project Site. However, the wider setting retains some residual historic value through the survival of associated Second World War defensive structures, including the adjacent air-raid shelter (MonUID: MWI31609) and the GHQ Blue Line features along the Kennet and Avon Canal, which together preserve a partial physical record of the wartime landscape within which the building originally functioned.

8. Proposed Development

8.1. The proposed development comprises the restoration, renovation and extension of a former RAF temporary brick hut to form a detached single-storey dwelling.

8.2. The sympathetic restoration of the existing building will focus on the repair and reinstatement of original external materials and the retention of the existing structural fabric. The proposed works to the existing historic building are as follows:

- Repair of external cement render to match the original 1940s roughcast finish, applied between and over the existing brick pilaster strips.
- Replacement of existing deteriorated steel-framed windows with new Crittall-style metal windows throughout, matching the existing multi-pane pattern and bay positions as recorded in the survey drawings. A new Crittall-style door arrangement is proposed within the existing bay between the brick pilaster strips on the northwest elevation, with the surrounding rendered masonry retained.
- Replacement of the existing corrugated asbestos roof covering with a new corrugated or ribbed metal profile finished in lead-grey, retaining the existing shallow pitch, eaves line and steel roof trusses in situ.
- Internal works to include new insulation to walls and floor, new internal wall cladding, new polished concrete floor finish on the existing concrete slab, and full installation of mechanical and electrical services throughout.
- Retention and exposure of the existing steel roof trusses to form a vaulted kitchen and dining space within the principal volume of the historic building.
- Internal reconfiguration to form one bedroom and associated bathroom within the southern end of the existing building, with kitchen and dining in the northern open-plan volume.

8.3. A new single-storey pitched roof extension is proposed to the southwest of the existing building, connected by a flat-roofed link structure. The extension and link are to be clad in vertical natural timber boarding (cedar or larch) and will incorporate Crittall-style windows and doors consistent with the treatment of the historic building. The new extension provides the principal living accommodation, with large glazed openings to the northwest and southwest elevations providing views across the open rural landscape and garden. The ridge height of the new extension is set below that of the historic building.

8.4. The flat-roofed link structure between the historic building and the new extension contains the entrance lobby and utility cupboard, and is clad to match the extension. The link connects to the southwest elevation of the historic building.

8.5. Associated site works comprise new landscaping to create a defined domestic curtilage, including a separating hedge between the Project Site and the adjacent agricultural buildings, a gravel parking area with bin and bicycle store, patio and terrace areas, and new tree and hedgerow planting as advised by the project landscape consultant (Arthur Daw). A bat box is proposed to the southeast gable of the new extension as a biodiversity enhancement.

9. Impact Assessment

Northwest Elevation, Large Glazed Opening in the Historic Building

9.1. The northwest elevation comprises a plain rendered masonry gable with no window openings. The sole aperture is a louvred ventilation opening set within the upper gable. This louvred vent is a functional and characteristic feature of this building typology and contributes to the evidential character.

9.2. The proposed elevation drawings (DRA Architects, drawing PL-202) show a modest Crittall door arrangement within the northwest elevation, contained within the original bay between the brick pilaster strips. The opening is proportionate to the existing fenestration character of the building and retains the surrounding rendered masonry.

9.3. The proposed opening represents a measured intervention within the historic fabric. The retained masonry between the pilasters, the surviving brick pilaster strips, the rendered surface of the elevation, and the louvred ventilation opening within the upper gable are all preserved. The legibility of the elevation as part of a Second World War temporary military structure is maintained.

9.4. The harm to the affected elevation is assessed as negligible. The proposed intervention does not affect the primary sources of the building's significance, namely its plan form, massing, external render, roof trusses and overall character as a surviving RAF temporary building. Subject to confirmation that the original masonry between the pilasters is retained to the maximum extent consistent with the new opening, this element of the scheme is supported.

9.5. The desire for open views to the northwest is satisfied through the new extension, where large glazed openings are provided on the northwest-facing wall without any loss of original masonry fabric in the historic building itself.

9.6. The louvred ventilation opening within the upper gable should be retained in situ if practicable, as it forms part of the evidential record of the building.

9.7. This element of the scheme is supported as drawn.

Demolition of Abutment Structures

9.8. The proposals include the demolition of the original porched entrance and boiler room, which are attached to the southwest elevation of the historic building. These structures are to be removed to allow for the attachment of the new flat-roofed link building at the southwest elevation, creating a functional and spatial flow between the historic building and the new extension.

9.9. Whilst both structures are original to the building and therefore contribute to its evidential record, their significance is of a lower order than that of the principal RAF hut structure. Their principal contribution to significance lies in their ability to illustrate the building's original plan form and intended use. The boiler room in particular provides physical evidence of the building's original heating arrangements and occupation during the wartime period.

9.10. The demolition of the porched entrance and boiler room constitutes minor harm to significance of the non-designated heritage asset. The loss will be direct and irreversible, once demolished, the physical evidence of the original plan form cannot be recovered. However, the harm is limited by the following considerations:

- Their significance is evidential rather than aesthetic, contributing to the understanding of the building's original layout rather than to its visual or historic character as experienced from the wider landscape.
- The primary sources of the building's significance, its massing, rendered masonry construction, brick pilaster strips, fenestration pattern and steel roof trusses will be unaffected by the demolition and are preserved in their entirety within the scheme.

9.11. The demolition of the abutment structures is a necessary consequence of the proposed link structure, which provides the functional connection between the historic building and the new extension and is central to the viability of the residential conversion. Without the removal of the porch and boiler room, the link cannot be attached in the desired location and the spatial flow between old and new structures would not be achieved.

9.12. The conservation benefits of the overall scheme, the rescue of the principal historic building from dereliction, the retention of the steel roof trusses, the repair of the masonry and render, and the securing of long-term residential stewardship, substantially outweigh the minor harm to significance arising from the demolition of the abutment structures.

9.13. Prior to the commencement of demolition works, a photographic record and measured survey of the porched entrance and boiler room should be prepared to a standard appropriate to a non-designated heritage asset of local significance. This record should document the structures in their existing condition, including surviving joinery and any internal features of note, and should be deposited with the Wiltshire Historic Environment Record (HER). This mitigation is considered sufficient to offset the evidential loss arising from the demolition.

Roof Replacement, Loss of Corrugated Profile

9.14. The replacement of the corrugated asbestos roof is a necessary consequence of the conversion and is essential to the long-term preservation of the building. The proposed replacement specification on the historic building, indicated by the elevation drawings to be a corrugated or ribbed metal profile in lead-grey, retains the visual character of the original covering.

9.15. The existing corrugated asbestos roof covering is a character-defining feature of this Second World War-era military building type. The corrugated profile, shallow pitch and eaves overhang are all directly expressive of the building's utilitarian military origins and contribute to its architectural significance.

9.16. The proposals replace the corrugated asbestos roof on the historic building with a new metal roof covering, indicated by the elevation drawings (DRA Architects, drawing PL-202) to be a corrugated or ribbed profile finished in lead-grey, sympathetic to the visual character of the original covering. Written confirmation from the project architect of the precise specification is recommended in advance of installation. The shallow pitch, eaves overhang and original steel roof trusses are retained in situ. The roofs of the new structures, namely the flat-roofed link and the pitched extension, are specified separately as standing seam membrane in a darker lead-grey tone, providing a clear material distinction between the historic and new elements of the composition.

9.17. The harm associated with the replacement of the corrugated asbestos covering is assessed as negligible, subject to confirmation of the corrugated or ribbed profile specification on the historic building. The retention of the shallow pitch, eaves overhang and original steel roof trusses, together with the sympathetic profile and tone of the new covering, ensures that the character of the historic roof is substantially preserved.

9.18. The replacement of the asbestos covering is necessary and is supported by the following considerations:

- The asbestos content of the existing roof presents a genuine health and safety risk that must be resolved prior to occupation.
- The building cannot be brought back into use, and therefore conserved, without addressing the roof covering.
- The lead-grey colour minimises the visual change when viewed from the surrounding landscape.
- The shallow pitch and eaves overhang of the historic roof form are retained.
- The original steel roof trusses are retained internally, preserving the structural evidence of the roof construction.

9.19. Written confirmation should be obtained from DRA Architects prior to installation that the roof covering on the historic building is to be a corrugated or ribbed metal profile in lead-grey, as indicated by the elevation drawings.

Existing Risk and Benefits of the Proposed Conversion

9.20. The building is currently unoccupied, redundant and deteriorating at a rate that places it at genuine and immediate risk of total structural loss. Site observations confirm vegetation ingress, failed render, collapsed window frames and a deteriorated asbestos roof. Without intervention, the building is unlikely to remain structurally repairable within the medium term. As one of the last surviving above-ground structures associated with the RAF Alton Barnes Relief Landing Ground (MW18566), its loss would represent an irreversible reduction in the physical heritage record of the Project Site.

9.21. The following benefits arise directly from the proposed conversion:

- Preservation of a rare surviving example of a Second World War RAF temporary building type, securing a physical connection to the wartime history of the Vale of Pewsey.

- Arrest of active structural deterioration through masonry repair, render reinstatement, roof renewal and window replacement.
- Retention of the original steel roof trusses in situ, the most significant surviving internal structural element, and their public display within the vaulted living space.
- Provision of long-term stewardship and maintenance through private residential occupation.
- Increased awareness of, and informal guardianship for, the adjacent air-raid shelter (MonUID: MWI31609), which shares the same historic significance.

9.22. The rescue of the building from active deterioration is the most significant of the conservation benefits identified above. The scheme delivers the necessary masonry repair, render reinstatement, roof renewal and window replacement alongside a long-term beneficial use of the asset. The conservation benefits arising are real and weigh positively in the NPPF 216 balance.

Impact on the Setting of the Grade II Listed Mill House

9.23. The proposals have no discernible adverse impact on the special character or setting of the Grade II listed Mill House. No harm to a designated heritage asset is identified.

9.24. The Grade II listed Mill House is situated at a distance from the application site, within the same rural landscape setting. The proposed development is of a modest single-storey scale and the extension will be clad in natural timber, which is a recessive material in the landscape. No large areas of reflective glazing are proposed on the elevations facing the listed building.

9.25. The scale, siting and materiality of the proposals are all consistent with the rural and agricultural character of the landscape setting shared by the Mill House. No views from the listed building towards the application site are materially altered, and no contribution made by the setting of the listed Mill House to its significance is affected.

Impact on the Associated Air-Raid Shelter (MonUID: MWI31609)

9.26. The proposals have a neutral to minor positive impact on the associated air-raid shelter, which will benefit from increased stewardship arising from the residential use of the adjacent historic building.

9.27. The air-raid shelter recorded at MonUID MWI31609 forms part of the same historic military complex as the application building, with both structures representing the surviving above-ground heritage of the RAF Alton Barnes Relief Landing Ground. The shelter is presently unmonitored and vulnerable to deterioration or vandalism in the absence of any nearby occupation.

9.28. The proposed conversion of the adjacent building to residential use will bring regular human presence and informal monitoring to this part of the former airfield site. This is a modest but genuine public benefit; the increased stewardship arising from occupation is likely to improve the long-term prospects of the air-raid shelter.

Considerations Relevant to the NPPF 216 Balanced Judgement

9.29. In view of the cumulative scale of the proposed interventions, the following considerations are set out to assist the Local Planning Authority in applying the balanced judgement required under NPPF paragraph 216. NPPF 216 requires a balanced judgement having regard to the scale of any harm or loss and the significance of the asset. The considerations below are presented as a structured commentary on the relevant heritage factors, drawing on the broader policy framework set out at NPPF paragraph 210 and Wiltshire Core Strategy Core Policy 58. The weight to be given to each consideration within the policy framework is properly a matter for the Local Planning Authority.

Necessity

9.30. The asset is genuinely at risk of total loss through dereliction, and intervention is required to arrest the active deterioration of the structure. The proposals provide a route by which this intervention will be delivered, and the necessity of intervention weighs positively in the NPPF 216 balance.

Subservience

9.31. The Proposed Development confirms that the new extension is to provide the principal living accommodation, with the historic building accommodating the kitchen, bedroom and bathroom. The new extension's ridge sits below that of the host, securing visual subservience to the historic building. The functional distribution of principal and ancillary accommodation between the host and addition is a consideration to be weighed.

Fabric retention

9.32. The scheme retains the single-skin brick walls, brick pilaster strips, steel roof trusses and, subject to confirmation, the concrete floor slab. It replaces the external render, the roof covering, all of the windows and the internal cladding, and demolishes the original porched entrance and boiler room. The structural carcass of the historic building is preserved and the most significant surviving internal element, the steel roof trusses, is retained in situ and exposed within the living space. The balance between retained original fabric and renewed fabric is a consideration to be weighed.

Setting

9.33. The wartime setting of the asset has already eroded significantly with the return of the wider site to agricultural use. The proposed introduction of a residential curtilage, including a parking court, terrace, domestic boundary planting and bin storage, will further alter the immediate setting which forms the small surviving residual element of the building's wartime context. The extent to which this further alteration affects the residual significance of the setting is a consideration to be weighed.

Long-term stewardship

9.34. NPPF paragraph 210(a) desires that uses be both viable and consistent with conservation. The proposed dwelling is a one-bedroom property sited in the working corner of a farm holding, with a domestic curtilage immediately adjacent to active agricultural operations. The long-term occupancy profile of such a property, and the related question of whether residential conversion will secure sustained occupied stewardship of the asset over the long term, is a consideration to be weighed in the NPPF 210(a) balance.

Wider benefit and the NPPF 216 balance

9.35. NPPF paragraph 216 calls for a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset. The conservation benefits arising from the scheme include the arrest of active deterioration, the retention of the structural carcass and steel roof trusses, the repair of the rendered masonry, and the securing of private residential stewardship of the asset. The archival benefit will be delivered through the prior-recording obligation set out at section 12, regardless of route. The weight to be given to the conservation benefits, set against the cumulative scale of intervention, and the relative significance of the asset, is properly a matter for the Local Planning Authority in applying the NPPF 216 balance.

Positive Heritage Impacts

9.36. The proposed works seek to restore the core fabric of one of the last surviving buildings associated with RAF Alton Barnes Relief Landing Ground. The scheme will preserve a prominent visual link to the significant role of the site during the Second World War and the early years of British aviation history.

9.37. The proposals will ensure that a non-designated heritage asset of recognised evidential, historic and communal value is given a new and sustainable lease of life as a modern character dwelling, securing the ongoing use, upkeep and care of a former 1940s military building for further generations.

9.38. The proposals put forward a coherent plan for the retention and adaptive reuse of an example of an increasingly rare building typology. In its current situation, the building is considered to be at risk of total dereliction. Without intervention, the continued deterioration of the structure is likely to render the building beyond economic repair within the foreseeable future. The proposed conversion represents a beneficial outcome for the long-term conservation of this heritage asset.

9.39. The proposed modest development of the Project Site is considered to have a neutral impact on the special character and setting of the Grade II listed Mill House, and a minor beneficial impact on the associated air-raid shelter (MonUID: MWI31609), which forms part of the same historic military complex and will benefit from increased awareness and stewardship arising from the residential use of the adjacent building.

9.40. The most significant heritage benefit of the scheme is the decision to retain and bring the Project Site back into beneficial use, rather than allow it to fall into total dereliction or consent to its demolition. The proposals include repairs to the existing masonry and render, reinstatement of the roof covering using a corrugated or ribbed metal profile in lead-grey in lieu of the deteriorated corrugated asbestos, and the retention of the original steel roof trusses. These are strongly positive interventions that will arrest the building's ongoing deterioration and preserve the primary physical fabric from which its significance derives.

9.41. The use of new Crittall metal windows and doors across both the historic building and the new structures is a very positive design decision. It maintains the character of the existing fenestration pattern, ensures visual coherence across the scheme as a whole, and demonstrates a clear understanding of what makes this building architecturally and historically significant.

9.42. The use of vertical cedar or larch cladding on both the link structure and the new pitched roof extension is considered appropriate. It provides a clear and legible material distinction between the historic building and the new work, ensuring that the additions read as contemporary. The natural timber will complement rather than compete with the rendered masonry of the host building. The use of timber also carries an additional contextual rationale, referencing the former timber structures of the wider airfield complex, a number of which have since been demolished.

9.43. The new pitched roof extension will be lower than the host building's ridge, which is appropriate and ensures that the historic building remains dominant. The flat-roofed link structure between the two is clearly subordinate in scale and form. The overall composition respects the hierarchy of the historic building.

9.44. The proposal to retain and expose the original steel roof trusses within the vaulted kitchen and dining area is a strong heritage benefit. It preserves significant historic fabric in situ rather

than concealing it behind a new ceiling, and will reveal the structural and material character of the building to its future occupants, maintaining a living connection to the building's military origins.

10. Recommendations

Materials

10.1. All repairs to the existing masonry and render should be carried out using materials that are compatible in composition, texture and appearance with the historic fabric.

10.2. The specification for the new Crittall windows and doors should be agreed with the local planning authority prior to installation to ensure that the profile, glazing bar dimensions and finish are appropriate to the character of the historic building.

10.3. The replacement roof covering on the historic building, a corrugated or ribbed metal profile in lead-grey, should be specified to match the colour and tone of the existing roof as closely as practicable, to minimise any change in the visual character of the building when viewed from the surrounding landscape. The standing seam membrane on the new structures is specified separately in a darker lead-grey tone, providing a clear material distinction between the historic and new elements of the composition.

11. Conclusion

11.1. The building is one of the last surviving above-ground structures associated with the RAF Alton Barnes Relief Landing Ground (MWI8566), a site of recognised significance within the wartime heritage of Wiltshire. In its current condition, the building is at real and immediate risk of total loss through dereliction. The proposed scheme provides for the restoration, repair and adaptive reuse of the building as a single-storey dwelling, with a new pitched-roof extension and a flat-roofed link to the southwest elevation.

11.2. The principal heritage features of the scheme are positive. The retention of the steel roof trusses in situ within the proposed vaulted living space, the proposed Crittall door arrangement contained within the original bay on the northwest elevation, the corrugated or ribbed metal roof covering in lead-grey on the historic building, the consistent use of Crittall-style windows and doors across the host building and the new structures, and the use of vertical timber cladding on the new extension and link, all demonstrate a clear understanding of the building's heritage significance and a measured approach to its conservation.

11.3. This report has, at section 9, set out the heritage considerations relevant to the balanced judgement required under NPPF paragraph 216. Those considerations include the necessity of intervention, the appropriateness of the host building for the proposed use, the functional distribution of accommodation between host and addition, the proportion of original fabric retained, the change to the setting, the long-term occupancy profile, and the wider conservation benefit. The balance is finely poised, and the weighing of those considerations within the policy framework is properly a matter of planning judgement for the Local Planning Authority.

11.4. The retention and repair of the historic building is the most important heritage outcome of the scheme and is to be welcomed. If the application is supported by the Local Planning Authority, the recommendations set out in section 10, together with the prior recording works set out in section 12, should be secured by appropriately worded conditions of planning.

12. Prior to Commencement of Works

12.1. A photographic record of the building in its existing condition should be prepared to a standard appropriate to a non-designated heritage asset of local significance. This record should document all four elevations, the roof structure, and any surviving internal features of note, and should be deposited with the Wiltshire Historic Environment Record (HER) prior to the commencement of works.

12.2. This programme of work should be secured by way of a suitably worded condition of planning.

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