

## Appendix 3

### Table Summary of Consultation Responses on the Old Sarum Character Appraisal

#### Summary of Objections:

ISSUE RAISED	NO. OF RESPONSES	OFFICER COMMENT
<p>If the airstrip is provided with conservation status, the airfield operator will be free to increase flying operations without limit.</p>	<p>83</p>	<p>Conservation area designation would mean that any proposals for change of use or for new development would have to be considered against the relevant policies in local plan. One consideration would be that the proposals would need to preserve or enhance the character of the conservation area. Therefore, alternative uses or development of the land may be possible, and it would not necessarily mean that existing uses would continue.</p> <p>The operator would be free to increase flying operations even if the Airfield is not designated as a conservation area, although it should be noted that intensification of flying activity might lead to proposals that would require planning permission.</p>
<p>The airstrip and the buildings are secured by Grade 2 listings and covenants, such that the basic airfield function is protected, thus rendering the effect of a conservation area pointless.</p>	<p>71</p>	<p>The three former WW1 hangars are in fact Grade II* listed buildings. There are also two Grade II listed buildings (the former workshops and the TA Headquarters). The effect of these designations would be that any proposals for development would be considered against whether or not they would preserve or enhance the setting of the listed buildings.</p> <p>The setting of a listed building might only be restricted to the immediate area surrounding the building, or it might extend to a wider area (for example, in this case it might cover part or all of the airfield). Irrespective of this, the listing of buildings and the designation of conservation areas are based on two separate premises. The purpose of listing buildings is to identify the special architectural or historic interest of individual buildings. On the other hand, conservation area designation focuses on the character of an area, and its boundary provides absolute clarity and certainty over what is protected.</p>

		In addition, conservation area designation provides protection to the unlisted buildings from demolition, and would provide protection to trees, currently not afforded by the individual listings.
The area should not be preserved because keeping the airfield is a nuisance to local residents.	17	Conservation area status is being proposed because of the special character of the airfield that derives from its individual elements, its layout, its open spaces, landscaping and boundaries. The issue of nuisance is not a relevant consideration in the proposed designation of the conservation area.
There is not sufficient merit in the buildings to justify a conservation area.	6	The site's merit has been recognised through the granting of Grade II* & Grade II listing on several buildings. Additional buildings within the proposed conservation area provide historical context and contribute to the setting of these buildings, without which their value would be diminished.
Conservation area designation would result in the airfield use continuing meaning that the land would not be able to be developed to meet local housing need.	3	Conservation area status would not necessarily mean that the airfield use would have to continue, nor would it preclude other uses being granted planning permission. Any proposed change of use or development would need to adhere to the policies in the Local Plan in order to gain planning permission, including the requirement to preserve or enhance the character of the conservation area.
A conservation area could not be supported here because the boundary seems too arbitrary.	3	<p>The rationale for the boundary is explained on P37 of the Atkins' appraisal. It encompasses those features of the layout and architecture that share as a group and in relatively complete form, the aspects of architectural and historic interest defined in the appraisal.</p> <p>It should be noted that following representations, the boundary has been re-examined by Atkins Heritage, and it is proposed to be amended to exclude part of Sarum Business Park, on the south side of the Portway (see amended plan of proposed conservation area in Appendix 2).</p>

<p>The disparate range of development over the last few years, e.g. the Beehive Park and Ride, means that there are no open views onto the airfield anymore, and therefore it is not special enough to merit conservation area status.</p>	<p>2</p>	<p>Views of the airfield do not have to be clear of obstructions or modern development to have merit. Views that can be appreciated include those from Old Sarum, and from the A338.</p>
<p>The conservation area may not allow the airfield to be retained (the airfield may be closed down because future increases in activity may cause damage to the character of the Conservation Area).</p>	<p>1</p>	<p>The council would not have any power to stop any existing uses merely because they would harm the character of the conservation area. If the area was reappraised in the future and it was felt that the character of the area had been eroded as a result of a particular use, then de-designation of the conservation area might have to be considered.</p>
<p>The World War 1 connections do not make it significant enough.</p>	<p>1</p>	<p>The airfield's WWI connections - its unusual, almost complete assemblage of WWI technical buildings – make it of significance in global terms, as well as its army school of cooperation function (from 1921 onwards) which contributed to our national defence programme at that time and makes the airfield of national significance.</p>
<p>The conservation area is only being proposed to protect certain individuals whose properties would be blighted by development of the airfield.</p>	<p>1</p>	<p>The process of area appraisal has shown that Old Sarum Airfield merits Conservation Area status irrespective of any political intent.</p>
<p>As a householder my permitted development rights will be restricted, which will mean that there will be more red tape and my proposals may be rejected because they would adversely affect the character of the conservation area.</p>	<p>1</p>	<p>Whilst it is recognised that there are added controls over what householders can do to their properties within a conservation area, there are also certain benefits. For example, maintaining the character of properties within a conservation area ensures that the attractiveness of the area is preserved, and this in turn may add value to the property.</p>

<p>One of the reasons for the proposed conservation area designation is flawed: the airfield has not been in continuous use for flying since WW1.</p>	<p>1</p>	<p>The airfield is virtually unaltered, and has been used continuously throughout the last century, even if flying has not been a daily event. The airfield still enables aircraft to take off and land, and this helps to demonstrate its historic use.</p>
<p>This airfield is not as significant as other airfields, e.g. Upavon, and does not deserve conservation area status.</p>	<p>1</p>	<p>Conservation area designation is not a relative process. Old Sarum meets the criteria for historical and architectural significance required for it to be designated.</p>
<p>Conservation area designation may cause business and trade within the area to stagnate.</p>	<p>1</p>	<p>Conservation area status would mean that any proposed change of use or development would need to be assessed against, in addition to other relevant policies, the conservation policies in the Local Plan, which seek the preservation or enhancement of the character of the conservation area.</p>
<p>The <b>plan</b> has been ill-conceived with obvious political interest involved and little practical application.</p>	<p>1</p>	<p>The appraisal and assessment of eligibility has been prepared according to professional standards. If designated as a conservation area, a management plan, based on the assessment of significance, would provide practical guidance.</p>
<p>Conservation area designation would mean that houses would be blighted for planning development purposes.</p>	<p>1</p>	<p>Whilst it is true that conservation area status may be accompanied by added restrictions for householders, and possibly extra expense, there are a number of benefits of owning a property within a conservation area. These include:</p> <ul style="list-style-type: none"> <li>• Retaining and enhancing special features maintains the character of the area, and as a result property values are likely to be higher;</li> <li>• Most properties are of a particular design or character which cannot be easily replicated in new developments;</li> <li>• Maintaining properties within a conservation area ensures the attractiveness of the area is preserved;</li> <li>• Owning a building within a conservation area can stimulate the appreciation and local history of the area.</li> </ul>

The case for conservation area designation has not been justified.	1	This appraisal and assessment of eligibility follows government and professional best practice, setting out defined criteria and describing and assessing features against these criteria. The conclusions of the appraisal carried out following the above methods is that designation is justified
Building 59 is in poor condition and has no historical significance. Can it be excluded from the Conservation Area?	1	Any building from WWI should be retained - all WWI buildings contribute to the group value of the site. Building 59 is especially important as it is associated with the aeroplane repair shed (ARS) (the single span hangar). IWM Duxford has an example of this building which is used as a café. However, Duxford does not have its ARS shed so that the combined survival of ARS and adjacent dope shop (blg59) here is even more important.

**Summary of Supports:**

<b>ISSUE RAISED</b>	<b>NO. OF RESPONSES</b>	<b>OFFICER COMMENT</b>
The airfield is of historic significance and it should be preserved.	117	Conservation area status is being proposed because of the special character of the airfield that derives from, amongst other things, its historic significance.
A conservation area should be designated to prevent inappropriate development.	47	Whilst the intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, it would ensure that changes are managed in a way that would preserve or enhance the character or appearance of the area.
The airfield provides an important recreational centre for Salisbury that should be preserved for future generations.	41	No comment.

A conservation area would help secure the future of the airfield and its buildings.	34	Conservation area status would not necessarily mean that the airfield use would have to continue, nor would it preclude other uses being granted planning permission. Any proposed change of use or development would need to adhere to the policies in the Local Plan in order to gain planning permission.
The airfield contributes to the setting of the unspoiled agricultural land and Old Sarum Castle, so should be preserved.	28	No comment.
The airfield should be preserved as a tourist attraction/asset to the local community.	20	This issue is not directly relevant to conservation area designation.
A conservation area would help to improve education/appreciation/understanding of the historic airfield.	11	This issue is not directly relevant to conservation area designation.
The preservation of the airfield is important to local business.	10	No comment.
A conservation area should be designated in order to protect wildlife.	9	Conservation area designation relates to the built environment, and the spaces between buildings and their settings. It does not give protection directly to wildlife.
A conservation area should be designated in order to prevent demolition of World War 1 and World War 2 buildings.	8	Conservation area designation would mean that consent would be required for the substantial or total demolition of buildings within the boundary of the conservation area with a cubic content greater than 115 cubic metres (see Appendix relating to <i>Implications of Conservation Area Designation</i> for further guidance).

		In assessing whether or not to grant consent for demolition, the local planning authority will have regard to the desirability of preserving or enhancing the character or appearance of the character or appearance of the conservation area.
The airfield should be preserved for the benefit of the disabled people who use it.	5	No comment.
A conservation area should be designated to protect local archaeology.	2	Conservation area designation relates to the built environment, and the spaces between buildings and their settings. It does not give protection in itself to buried archaeology, although by providing the local planning authority with greater control over new development this may be an indirect consequence.
A conservation area would lead to more controlled development, and thereby limit the impact on the local road network.	2	Conservation area designation would result in greater control over development in that, should planning permission be sought for new development, the local planning authority would have to consider how the proposals would affect the character of the conservation area.  In addition, there would more restrictions over what householders could do to their properties without the need for planning permission.
A conservation area would enable part of Ford to remain undeveloped, thereby maintaining the character of the village.	1	The intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, but to ensure that changes are managed in a way that preserves or strengthens the character of the area.  Any proposals for new development in Ford would be assessed against the policies in the Local Plan, including the requirement for the development to preserve or enhance the character of the conservation area.

A conservation area should be designated in order to protect trees.	1	The character and appearance of a conservation area is defined, not just by the buildings, but also by the trees and landscape within it. Trees are given protection from pruning or felling within a conservation area (see the Appendix entitled <i>The Implications of Conservation Area Designation</i> for further information regarding the control over trees).
The airfield should be preserved because it offers easy transport links to other parts of the country.	1	Conservation area status is being proposed because of the special character of the airfield that derives from, amongst other things, its historic significance. However, easy transport links is not a reason for conservation area designation.
The airfield should be preserved as a commemoration to the airmen during the wars.	1	Conservation area status is being proposed because of the special character of the Airfield that derives from, amongst other things, its historic significance. Whilst commemoration alone would not be a sufficient justification for designating the conservation area, because the historic significance of the Airfield has been recognised the site could more easily become a commemoration.

**Summary of Other Comments Raised by Supporters (who raised matters of detail in their responses):**

ISSUE RAISED	NO. OF RESPONSES	OFFICER COMMENT
Some of the houses on the Portway are not "rare examples of the World War 1 period" and therefore should not be in the proposed conservation area.	1	This is correct, however the properties contribute to the group value of this multi-period domestic part of the site, which tells the story of the continuing development of the airfield to meet school of army cooperation needs.



<p>It would appear that the land at Manor Farm Road has been excluded from the proposed Conservation Area because it has been “promised for development”.</p>	<p>1</p>	<p>No public roads have been included, although these will have provided important links between the airfield, domestic accommodation and outlying supporting buildings. This is because the roads did not form part of the airfield design (already being in existence) and no longer demonstrate in their own right any character or aspect of their school of army cooperation era use.</p>
<p>There doesn't seem to be any justifiable reason for including the land between Green Lane and the Old Military Road adjoining the airfield in the conservation area.</p>	<p>1</p>	<p>This area formed part of the airfield, and contains the machine gun range, and the remnants of the early period squash courts.</p>
<p>It's not clear why the ex-MOD houses in Green Lane have been included in the proposed CA.</p>	<p>1</p>	<p>These were included due to their significance as part of the earliest layout of the site. Furthermore, the inclusion of these buildings helps recall the important role of officers in army cooperation squadrons (there were no sergeant pilots).</p>
<p>The conservation area should also include the strip of land to the south of the airfield that abuts Merrifield Road.</p>	<p>1</p>	<p>Demarcation of the conservation area was made at the existing fence line, drawn in the 1950s (after the army school of cooperation era). Any management plan would consider the gap between the fence and Merrifield Road to form part of the setting of the conservation area in any case.</p>
<p>The conservation area should also include Ford Farmhouse, the 1950s officers' married quarters, the airmen's accommodation and the NAAFI canteen on the north of the Portway.</p>	<p>1</p>	<p>Taken separately:  Ford Farmhouse was indeed important, but as a building, its historic development has not mirrored that of the airfield. It did not form part of the airfield design (as it was already in existence), and no longer demonstrates any of the character of its Army School of Cooperation days. Although it provides good contextual information for understanding the airfield, it does not contribute to the fabric or setting. Some other form of designation may be appropriate.</p> <p>The 1950s officers' married quarters were built following the main era of Army School of Cooperation use. They themselves encroach on the airfield as originally designed.</p>

		No airmen's accommodation, nor the original NAAFI canteen, survives north of the Portway.
Why are the army houses on the Portway not included in the proposed conservation area?	1	The warrant officers' quarters are the only buildings to survive north of the Portway, and they are isolated from the rest of the conservation area among modern development. Their setting has been compromised to such an extent that they would form a very small island of conservation area, not considered to be worthwhile, given their secondary (expansion period) importance to the airfield.
Why is the group of houses in Ford included in the proposed conservation area?	1	These were included due to their significance as part of the earliest layout of the site. Furthermore, the inclusion of these buildings helps recall the important role of officers in army cooperation squadrons (there were no sergeant pilots).
Why are the sheds/containers of Interlock/Savant near the roundabout included in the proposed conservation area?	1	These structures are within the original boundary of the airfield and lie close to other prefabricated buildings that reflect historic airfield use.
Could the stone commemoration of the 18 <sup>th</sup> century markers on the road west of the pig farm be protected by the conservation area?	1	This area is isolated from the airfield, and the monument reflects different historical significances. Perhaps some other form of protection could be considered.
The boundary should be amended to include the whole of the WW1 airfield (including the modern buildings) in order to protect the layout and setting of the historic buildings and airfield.	1	The appraisal criteria for the proposed conservation area takes into account the survival of the historic character of the site. This is why some areas are excluded from the proposed boundary.

<p>Is the fact that there are a number of listed buildings on the site not enough to provide protection to the airfield?</p>	<p>1</p>	<p>The three former WW1 hangars are in fact Grade II* listed buildings. There are also two Grade II listed buildings (the former workshops and the TA Headquarters). The effect of these designations would be that any proposals for development would be considered against whether or not they would preserve or enhance the setting of the listed buildings.</p> <p>The setting of a listed building might only be restricted to the immediate area surrounding the building, or it might extend to a wider area (for example, in this case it might cover part or all of the airfield). Irrespective of this, the listing of buildings and the designation of conservation areas are based on two separate premises. The purpose of listing buildings is to identify the special architectural or historic interest of individual buildings. On the other hand, conservation area designation focuses on the character of an area, and its boundary provides absolute clarity and certainty over what is protected.</p> <p>In addition, conservation area designation provides protection to the unlisted buildings from demolition, and would provide protection to trees, currently not afforded by the individual listings.</p>
<p>The Atkins report fails to explain any economic reason for justifying the conservation area as per the guidance in paragraph 3.3 of the English Heritage document "Conservation Area Appraisals 2005". What are the economic implications of designation on the owners and occupiers of sites within the proposed conservation area?</p>	<p>1</p>	<p>The appraisal carried out by Atkins Heritage is a heritage evaluation, the LPA is responsible for weighing up the economic arguments for and against conservation area status, prior to putting forward the area for consideration, which it has done so in the sustainability appraisal.</p>

<p>The boundary for the proposed conservation area is inconsistent: it is not large enough to cover the original wartime buildings, yet it is much larger than necessary to protect the airstrip and adjacent buildings.</p>	<p>1</p>	<p>The appraisal criteria for the proposed conservation area takes into account the survival of the historical character of the airfield as a whole. Other buildings within the site provide historical context for the flying field and important buildings.</p>
<p>The conservation area should be restricted to the buildings and airstrip, to enable the rest of the land to be developed for housing.</p>	<p>1</p>	<p>The criterion for selection of site boundary has been defined clearly in the appraisal, and is based on surviving historic character, not on the importance of particular buildings. Also the 'airstrip' did not exist in Army School of Cooperation days – the whole flying field would have been in use for flying and other activities at one time or another.</p>
<p>The conservation area is supported provided it does not prevent the use of sustainable energy in the future.</p>	<p>1</p>	<p>Should planning permission be required for wind turbines or solar panels within the designated conservation area, the local planning authority would need to consider whether the proposals would preserve the special character of the area. Therefore, sustainable energy forms will be acceptable if they do not harm the character of the conservation area.</p>
<p>The conservation area is supported provided it does not restrict householders in developing their properties.</p>	<p>1</p>	<p>The intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, but to ensure that changes are managed in a way that preserves or strengthens the character of the area.</p> <p>Whilst it is recognised that there are added controls over what householders can do to their properties within a conservation area, there are also certain benefits in doing so. For example, maintaining the character of properties within a conservation area ensures that the attractiveness is preserved, and this in turn can add value to the property.</p>

<p>Conservation area designation should foster business enterprise in order to sustain the area.</p>	<p>1</p>	<p>The intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, but to ensure that changes are managed in a way that preserves or strengthens the character of the area.</p> <p>Should planning permission be sought for the change of use or development of a local business, the only added consideration that would need to be given by the local planning authority would be how the proposals would affect the character of the conservation area.</p>
<p>There is no management plan for the airfield in the proposed conservation area, e.g. how will the maintenance of the buildings be funded?</p>	<p>1</p>	<p>If designated as a conservation area, the council would need to consider the future management of the area through the production of a management plan. The management plan might well need to address the issue of building maintenance if this is flagged up as an issue to the conservation area.</p>
<p>Only part of Green Lane seems to be in the conservation area, so how will this affect the future maintenance and access arrangements of the lane?</p>	<p>1</p>	<p>Conservation area designation would not affect the future management and access arrangements of Green Lane just because part of it falls within the boundary and part falls outside.</p>
<p>The council should consider repairs to the parts of Green Lane that fall within the proposed conservation area boundary. Could this road even be considered for adoption?</p>	<p>1</p>	<p>If designated as a conservation area, the council would need to consider the future management of the area, including ways in which the area could be enhanced. This is likely to involve discussions with landowners about how this could be achieved, and may or may not lead to discussions about adoption of roads by the County Council.</p>
<p>A firm planning policy should be established in order to prevent further development within the conservation area.</p>	<p>1</p>	<p>The intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, but to ensure that changes are managed in a way that preserves or strengthens the character of the area.</p>

		Under the forthcoming Local Development Framework it may be considered appropriate to formulate planning policies specific to the area.
The council should encourage and financially support the development and historic aspects of the site in order to attract aircraft and museums.	1	If designated as a conservation area, the council would need to consider the future management of the area, including the potential for interpretation, publicity and marketing.
Conservation area designation should be coupled with a limit on the nuisance caused by aircraft noise.	1	<p>The intention of conservation area designation is not to inhibit further development, or to preserve the area completely unaltered, but to ensure that changes are managed in a way that preserves or strengthens the character of the area.</p> <p>Conservation area status is being proposed because of the special character of the airfield that derives from its individual elements, its layout, its open spaces, landscaping and boundaries. The issue of nuisance is not a consideration in the designation of conservation areas.</p>
If the area is designated as a conservation area increased public access to the site should not compromise the security of the TA headquarters.	1	Conservation area designation would not necessarily result in an increase in public access. However, if this became an issue then this would need to be addressed in any future management plan for the area.
Proposals to restore buildings would have to be considered against the operational use of the buildings, and it is questioned how such works might be funded.	1	If designated as a conservation area, the council would need to consider the future management of the area, including the restoration of buildings within the area. This might well need to involve discussions with the owners and any other relevant bodies about ways in which this would be achieved and funded.

<p>If designated as a conservation area, any management plan should try to incorporate wildlife-friendly management options, for example in relation to planting or managing hedgerows and managing the grassland.</p>	<p>1</p>	<p>If designated as a conservation area, the council would need to consider the future management of the area, including proposals to preserve or enhance the special landscape character of the area. However, the implementation of the management plan would be the responsibility of the landowners and the statutory bodies.</p>
<p>The working airfield does not make it suitable for access for education for children.</p>	<p>1</p>	<p>If designated as a conservation area, the council would need to consider the future management of the area through the production of a management plan. The management plan might well need to address the issue of access if this is flagged up as an issue to the conservation area.</p>
<p>The airstrip is protected by a covenant that prevents development, so what is the point in conservation area designation?</p>	<p>1</p>	<p>Conservation area status is being proposed because of the special character of the airfield (i.e. the airstrip plus the surrounding buildings/land) that derives from its individual elements, its layout, its open spaces, landscaping and boundaries.</p> <p>Covenants are private matters, which are not enforceable by the council.</p>
<p>A conservation area without enforceable agreements to regulate the use of the airfield would be disastrous environmentally, and could make the local authority liable to litigation under Human Rights laws.</p>	<p>1</p>	<p>Conservation area designation would mean that any proposals for change of use or for new development would have to be considered against the relevant policies in local plan. One consideration would be that the proposals would need to preserve or enhance the character of the conservation area. Therefore, alternative uses or development of the land may be possible, and it would not necessarily mean that existing uses would have to continue.</p>

<p>A lot of the buildings on the site should be demolished because they are scars on the landscape and adversely affect the setting of Old Sarum Castle.</p>	<p>1</p>	<p>In appraising the heritage value of a place, all periods are given equal weighting, and areas of importance drawn up due to other more detailed criteria (such as architectural and historic significance, survival, rarity etc). 20<sup>th</sup> century buildings are potentially as important as iron age structures, depending on other aspects of their historic and cultural significance.</p>
<p>The current situation with reference to bus and road access has not been resolved - this is more important than conservation area designation.</p>	<p>1</p>	<p>Conservation area status is being proposed because of the special character of the airfield that derives from its individual elements, its layout, its open spaces, landscaping and boundaries. This assessment is not mutually exclusive of other assessments that might be required to resolve transportation issues, and the decision as to whether or not to consider those other issues is a political one.</p>