



Old Sarum Airfield Day 1 Enquiry by Design 24th September 2013

Team Present:

- Kim Slowe, ZeroC
- Robert Letts, ZeroC
- Kate Baker, ZeroC
- Ben Pentreath, Ben Pentreath Associates
- Rob Illingworth, Ben Pentreath Associates
- James Moore, Ben Pentreath Associates
- Hugh Feilden, Feilden and Mawson
- Andrew Smith, fabrik
- Les Durant, DPDS

Estimated 45 external people attended during the day

Question and Answer Session Day 1

Q1. Davis Joyce – Ford

Ford is in dead ground but does not have an offensive view and it will only be Ford influenced by view. The vistas will not be preserved and house building is the only interest. Area C ford views infringed. Possible obstructions to the aviation CIO authority.

A1. Kim Slowe

CIO are a statutory consultant. Any development in area C will be designed not to impact on the aviation status.

A1. Andrew Smith

An LVIA will be done to understand the views from Ford to Old Sarum.

Q2. Unknown

Ford is being choked in all directions by development, e.g. Hampton Park. The presentation is not addressing the impacts on Ford.

There is only 1 roman road access to ford.

A2. Sarah Hughes

Area C was taken out of the development policy areas and reinstated by the area inspector.

A2. Kim Slowe

Our plans will respect and incorporate the views that people give and we will do the best possible. A transport and traffic survey will be undertaken.

Q3. John Ilston – Ford

Further building around Ford will alter it. Building uphill from it will overwhelm it. Developing Area C is madness and it will inflict on the CIA and curtail flying.

A3. Grenville Hodge

All areas proposed will not curtail flying. Flying will be retained. The money from development will go towards the regeneration of the airfield.

Q4. Sam Salter, Salisbury, Treasurer of Digby Vista Plan

Area C goes up to the rifle range. Spitfires used to test their guns there, it includes a lot of history. What happens to this when development occurs and complaints come in? Will a new rifle range be built and is it part of the heritage plan?

The flight path goes over the top of some areas which will lead to noise complaints.

A4. Kim Slowe

We will incorporate the rifle range into the plan.

Q5. Unknown

What is the status of the land ownership and partnership between the airfield and ZeroC?

Concerned that the noise afterwards will close the airfield.

A5. Kim Slowe

ZeroC are the developer brought in by Old Sarum Airfield in a joint venture partnership to create the best plan possible within the core policy areas.

The noise was concluded in surveys to be less than living next to major road or motorways. Any buyers will be made aware of noise from the aircraft and how it is controlled.

A5. Grenville Hodge

Old Sarum Airfield Ltd. are owned by Blenheim Property. The airfield is on a 999 year leasehold.

Q6. Local resident in Persimmon development

The airfield noise is not a problem. Loop the loop is a problem.

Persimmon did not make her aware of the rifle range, football club or airfield.

A6. Grenville Hodge

This is not good aviation practice and they will be made aware.

Q7. Nicola Litscombe, Chairman of Old Sarum Civic Society, Previous landscape architect, on the Salisbury Green Space Partnership Panel

There are lots of development pressures on this area. It is good news that you have a specialists in landscape and green space on board.

It is worth reviewing Salisbury's landscape on a bigger broader view, what is Wiltshire council's commitment?

Why is the Persimmon development to the North there? Plans are not transferring into real life. Developers are able to erode the green space.

Persimmon to the North have said no to extra green space that they have previously put aside as green space.

A7. Sarah Hughes

Need evidence behind to support it and demonstrate why core strategy. Chris Blandsards whole of Salisbury policy to keep the roofscape down.

The constraints are put onto a map to identify what areas have potential. No sites are perfect but on balance some are better. Key views etc. are put in.

Things have changed across the country and we can now do things better. Planning sometimes hasn't worked. The policies reflect the local area. We cannot turn back the clock we can only look forward.

A7. Kim Slowe

We will not be pressured into doing anything, we have sympathy.

Q8. Plane owner at the airfield

Concerned that the archaeology will be destroyed. The enclosures and airfield need proper appraisal and digging, not just watched and surveyed.

A8. Kim Slowe

We have started to prepare the brief for Wessex Archaeology.

Q9. House owner in Persimmon development

Peter McMillan stated that a colleague did not do his job properly with regards to Equinox. Concerned that Area A will undoubtedly be affected by Equinox.

A9. Sarah Hughes

The Environmental Health Officer was consulted during the consultation period for the core strategy. The information that we have to date indicates that it will be ok.

A9. Kim Slowe

We are not convinced it will be ok. Background investigations have been thoroughly studied and specialist noise and vibration consultants will be brought on board. We need to understand the issue, then we will continue to try and address it. We will look to get it resolved if the development goes ahead which will help local residents and the council.

Equinox are present today. ZeroC will look all relevant information to fully understand it before working with them to resolve this issue.

Q10. Samantha Hill, Landowner on Lysander Way

What are the plans to go on Area B?

Can you summarise the meeting with the parish council?

A10. Kim Slowe

Behind it is old industrial and an access route. This will be further discussed later as to what is appropriate to put on there.

The parish council's position is that they are uncomfortable with the conservation management plan. They believe that it should be produced first, before the development has begun. We believe that both plans should be produced simultaneously. They are not keen on new development, but we do not write the policies we implement them.

Q11. Unknown

The development of the site is to generate income that is required. Could this not come from planting trees? What is the cost needed and what does this transfer into the number of houses? What fee is generated from building?

A11. Kim Slowe

We will calculate the cost per unit needed for the regeneration. Each house will cost a different amount. A spreadsheet can then be formulated to show the cost to build the houses, what you get, and the land value will calculate the money transferred to the airfield.

People are very affected in this room and we must have a view to what we have.

Q12. Graham Renshaw, Resident Merrifield Road, Ford

Opposed to building on Area C and the other areas so he will not be participating in the afternoon session.

Q13. Unknown

Do Blenheim own the hangars and the Persimmon development?

A13. Grenville Hodge

Old Sarum Airfield own one hangar, hangar 3 and the airfield. We can assist in the setting of the other hangars and refurbish hangar 3. We have no participation in anything the other side of the Portway. There is minimal maintenance at the hangar at the moment.

Q14. Unknown

Have you done a feasibility study on the best way to make money to support the airfield? Can the long term regeneration of the airfield occur without development?

A14. Grenville Hodge

Car boot sales etc. make very little money. This is a heritage site for Salisbury and Wiltshire and we need to use the airfield as a whole to regenerate in the long term. We need to get the right aircraft here which can be stored securely and enable people to see them.

The air shows make money. 11TH May next year there will be another air show and then every year. For example the 70th anniversary of the parachute regiment going to Normandy, 50th anniversary of the red devils, 2015 100th anniversary of the air shows on the airfield, 2016 is another 150th anniversary. The funds generated from these air shows are on a charitable basis. 2008 generated £125,000 for the Parachute Regiment's Injury Fund. There are smaller events as well.

Some people do not like the events due to the noise.

Q15. Unknown

Will the area will be commercialised beyond its current form?

A15. Grenville Hodge

There are currently no restrictions, we can fly whenever we want.

Q16. Resident Manor Farm Road

What is the conservation impact going to be? There are little owls etc. on site.

A16. Andrew Smith

The Biodiversity Action Plan targets Phase 1 Habitat Survey has been done.

A17. Kim Slowe

We want you to engage to shape the development areas adopted. It is inevitable that the more engagement there is the more appropriate the development will be.

The Conservation Management Plan is needed for planning.

Q17. Unknown

The 3 hangars are listed. They don't need extra money as each owner should maintain their own hangar.

A17.

The buildings at risk register. Council can issue repair notice and compulsory purchase order.

Q18. Wendy Bright, Clarke Instruments

She has been a landowner for 24 years. Interested in the transport systems and local sustainability. Clarke Instruments maintain their hangar and are currently repainting it.

Looking forward to seeing the proposals and will be staying or the afternoon.

Q19. Unknown

The core strategy are 2007, what are the boundaries based upon? Will the flying rates be maintained? Ford comments noted. History maintained and now under threat.

A19. Andrew Minting, Conservation Officer, Wiltshire Council

The designation should enhance the character of the area. The council will look closely at the proposals.

The city centre of Salisbury is a conservation area therefore you can build in it but need to build to comply with the policy plans.

Boundary excludes as housing not considered worthy of maintaining.

A19. Kim Slowe

The brief to the consultant team is to look at all the area as a whole not just areas A, B and C.

Q20. Unknown

Area C. Air shows and restraints make for a poor show.

Q21. Unknown

Will gliding and learning to fly be taken away?

A21. Grenville Hodge.

The gliding moved on somewhere else about 20 years ago. The flying school is still here.

Q22. David Stuart, English Heritage

Housing only, specialist housing development, mixed land uses other than housing.

A22. Kim Slowe

Yes

Q23. Phil McMahon, English Heritage

Archaeology policy makes the setting of Area A very challenging.

Q24. Unknown

Is there a programme?

A24. Kim Slowe

The consultation will carry on until we have extracted all the useful information we can. We will then go into the development plan process for 4-6 months which will include consulting statutory consultees e.g. planning department, Natural England, English Heritage. Commenting and working the plans up.

There will then be a public presentation of further work or outline application with the Conservation Management Plan and surveys. Should be around 18 months before anything happens on site.

Q25. Unknown

If English Heritage and Old Sarum oppose Site A will ZeroC re-focus their efforts onto Area C?

A25: Kim Slowe

There are always concerns and worries, which generally turn out to be less severe when something happens. Area B has the industrial behind so all the areas have constraints.

Q26. Unknown

In a fair wind how many houses are you planning on building?

A26. Kim Slowe

We will have the EBD then calculate the houses. Don't know what the right ambition is. Heritage centre etc. needed. Old Sarum Airfield getting the costs and calculating the income they need to keep the airfield going.

As the plans develop we will feed information back.

A26. Grenville Hodge

At the moment the company costs money and needs to make money and we have an aspiration for it. OSA looked at what we could do and had ideas, then decided to step back and get ZeroC on board as they were best practice to develop in sensitive areas. The process will unwind and show what is possible to happen here, what is viable. We have got the strongest team possible to hold a structured, proactive and consultative process.

Good money to charity. Good and well backed. Company maintained belt just can't put money into the hangar and can't put money into Old Sarum Airfield and aviation in total. Good relationship with the Parachute Regiment.

Need to develop one coherent plan to sustain a long term future.

A26. Ben Pentreath

I would be working on the unit numbers but it is impossible to answer the questions on targets and the mix to unit numbers. The types of houses and small houses and flats impact on the numbers and value achieved.

A26. Kim Slowe

We build houses that people want to live in, developers don't understand that. Ben will ask questions this afternoon about housing need. Once that is fed into the mix we should have a draft master plan in 4-6 months. I am not going to specify a specific value, such as 300 houses, as the land needs to be used differently in different places.

Q27. Unknown

What is the land ownership arrangement?

A27. Grenville Hodge

Old Sarum Airfield is owned by Old Sarum Airfield Limited which is owned by Blenheim.

Q28. Unknown

Will the proposals affect skydiving?

A28. Grenville Hodge

Skydiving club is very successful as it has limited aviation and noise. It brings in 500-600 people a day at weekends. We want to encourage and develop.

Boscombe Down museum down the road benefits.

Old Sarum Airfield Day 2 Enquiry by Design 25th September 2013

Team Present:

- Kim Slowe, ZeroC
- Robert Letts, ZeroC
- Kate Baker, ZeroC
- Ben Pentreath, Ben Pentreath Associates
- James Moore, Ben Pentreath Associates
- Andrew Smith, fabrik

Estimated 21 external people attended the session

Question and Answer Session Day 2

Q1. Penny Joyce, Old Sarum Site Community Enabler

How were people told about this event? Other parts of this estate i.e. Longhedge left out. Will consultation include Old Sarum?

A1. Kim Slowe

We are not resourced to deliver 1000 letters, we delivered about 250. We can run a catch up event, possibly on a Saturday if the feedback is that we missed a section of people, then we will revisit.

Noted that the Longhedge development was unjustly selected by the core strategy as a growth area. We will make sure that we do the right thing, not question the core strategy but do with the areas specified the best we can.

Q2. Ben Parker, Shed Owner

Is it possible to email the people the presentation and updates?

Will the CAA regulations be affected by the development of the areas?

A2. Grenville Hodge

We will build to the regulations set down by the CAA.

The centre line of the runway is on a slope. No building can intersect the slope.

An ex-tenant made a lot of noise about this a long time ago.

Q3. Unknown

Do you have predicted unit figures for areas A and C?

I have calculated that the Ford site would generously fit 60+ houses and 40+ in Area A.

I find it disingenuous that housing is being discussed based on the fact that housing will occur to meet the income generation needed for the airfield.

A3. Kim Slowe

The costing and achievements will be studied to see which areas are developable. Any buffers and sensitive views will impact therefore it is not possible at this stage to put down a figure.

We do not believe that we are being disingenuous and it was clearly presented yesterday that the development of the masterplan will enable money to go towards the heritage of the airfield.

Q4. Ford Resident

You have highlighted the constraints of A, B and C. We are concerned that the constraints from A and B will force development onto C choking Ford.

A4. Kim Slowe

We believe that there will be development in all three areas but are currently unsure what.

Q5. Unknown

Will you require affordable housing?

Access to Ford, who is responsible for improving the access? What is the relationship between ZeroC and the council on this?

A5. Kim Slowe

Affordable housing strategy in the policy is stated at around 40%. The recession of development can then put this viability into question. We can look with the council at other commitments on the development e.g. heritage, to see if the affordable ratio can be reduced.

A traffic survey and audit will be carried out by a recognised consultancy e.g. WSP. They will report the data back which the council will need to analyse. If road improvements are needed and they are deliverable, it would go back to the developer to offer some money or to do the improvements if the ownership allows.

Q6. Ford Resident

Concerned that the development will increase or decrease the value of his house. Concerned that English Heritage will require so much money to pack things in that the value of his house will decrease.

Everything weighed up he will see how it goes forward.

A6. Grenville Hodge

Old Sarum Airfield could have gone to Persimmon and got a better return. ZeroC has a track record of developing in sensitive sites and the airfield will be a local resident to the new development as well. OSA don't want to upset residents and want something to be proud of. Value the community of Ford as a whole.

Q7. Unknown

Concerned that the development of the airfield will be disturbed and cause an increase in air traffic.

A7. Kim Slowe

We aim to deliver controls on the flying operation. Heritage and the aircraft enhanced and the noisy ones decrease. There will then be clear set rules to control the aircraft operations.

A7. Grenville Hodge

The council at the moment have no control over the flying operations. We could fly 24/7 365 days a year if wanted. For the last 5 years OSA have tried to manage the nuisance flying and decrease it.

The section 106 is likely to enable the council to control the flying whilst keeping it viable and managing it.

Q8. Ford Resident

Sewage smells are a problem currently close to the junction of Green Lane and the Roman Road. The increase in sewage causes the smells to come up the air vents on Green Lane. On average the pump station is repaired once a week.

A8. Kim Slowe

There are clear rules set out for this. We consult with Wessex Water with regards to a capacity study. It is likely that if it is nearing capacity that they would look to use the new development as an opportunity for contributions or new equipment.

Q9. Unknown

Will the Section 106 includes schools?

A9. Kim Slowe

Yes it will include all items such as environment, schools, GP's etc. An assessment will be done which is then made publically available.

