

NATIONAL HERITAGE PROTECTION PLAN MINISTRY OF DEFENCE DISPOSALS WILTSHIRE PILOT STUDY

Wayne Cocroft, Will Holborow, Jeremy Lake, and Roger JC Thomas



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PILOT STUDY**

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SUMMARY

The National Heritage Protection Plan (English Heritage 2011) identifies defence disposal sites as a priority for action by English Heritage, in terms of improving our understanding of their character and significance. An increasing number of Ministry of Defence (MoD) sites are being declared surplus to requirements and more will be put up for disposal during the next few years in response to the Strategic Defence and Security Review (MoD 2010), cutbacks in MoD budgets and pressure to maximise receipts from sales of land. These sites include airfields, barracks, training camps, research establishments and a large number of miscellaneous parcels of land. In many instances, due to their closed and secretive nature, their historical significance is not well understood, and many are inadequately recorded in national and local heritage databases. This pilot project was designed to test a methodology that might be used in a proposed nationwide NHPP project.

CONTRIBUTORS

The pilot project was managed by Will Holborow, who also completed a number of field investigations. Roger Bowdler was the project executive and additional guidance on the management of the project was given by John Cattell, Deborah Williams and Barry Jones. Veryan Heal and Isla MacNeal represented National Planning. Jeremy Lake, Roger J C Thomas and Wayne Cocroft undertook the majority of the fieldwork, while Rebecca Lane, Allan Brodie, Esther Godfrey investigated Leighton House, Westbury. Marek Drewicz gave invaluable administrative assistance, and Robin Page, Dan Miles and Tom Duane provided archival and mapping support to the project. Damian Grady was responsible for the aerial photography.

ACKNOWLEDGEMENTS

English Heritage is indebted to Chris Daniell at the Defence Infrastructure Organisation for facilitating access and in a number of instances accompanying English Heritage staff on visits. We are also grateful to his colleague Ruth Allen for arranging entry into RAF Chilmark and RAF Lyneham. The project has also benefited from discussions with officers of Wiltshire County Council including Georgina Clampitt-Dix, Helen Garside, and Melanie Pomeroy-Kellinger.

ARCHIVE LOCATION

The project archive is electronic and may be accessed through English Heritage's AMIE and **Pastscape** databases. The aerial photographs are available from the National Monuments Record, Swindon.

DATE OF RESEARCH

The majority of the field visits were undertaken in late March and early April 2011

CONTACT DETAILS

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INTRODUCTION

The National Heritage Protection Plan (English Heritage 2011) identifies defence disposal sites as a priority for action by English Heritage, in terms of improving our understanding of their character and significance. An increasing number of Ministry of Defence (MoD) sites are being declared surplus to requirement and more will be put up for disposal during the next few years in response to the Strategic Defence and Security Review, cutbacks in MoD budgets and pressure to maximise receipts from sales of land. These sites include airfields, barracks, training camps, research establishments and a large number of miscellaneous parcels of land.

In many instances, due to their closed and secretive nature, the historical significance of disposal (<http://www.english-heritage.org.uk/publications/military-buildings/>) sites is not well understood, and many are inadequately recorded in national and local heritage databases. In some cases this has resulted in statutory designation casework arising at a late stage in the disposal process, resulting in delays and uncertainty. This can give rise to a conflict of interest between the Secretary of State's duties to protect heritage assets on the advice of English Heritage and the MOD's obligations to raise receipts from the sale of surplus land. English Heritage needs to be aware of forthcoming disposals in order to plan and prioritise its involvement, whether through designation casework, recording, or advice on development and conservation management issues. Under Planning Policy Statement 5, the local and communal values of MOD sites will be of greater significance within the local planning process; there are therefore opportunities to work with local planning authorities in understanding and recognising the heritage of defence sites in their areas, while providing clarity as to their planning context.

The background to changes in the UK defence estate is set out in the government's Strategic Defence and Security Review (SDSR), published on 19 October 2010 (MoD 2010). It will result in major changes to the defence estate and its management. The SDSR contains no specific announcements about the closure of individual bases. It is likely that some of the estate vacated as a result of the changes announced in this White Paper will be used by units returning from Germany or retained for other purposes. Final decisions on the defence estate will be taken on the basis of detailed investment appraisals and wider impact assessments.

The Pilot project

This pilot project was designed to test a methodology that might be used in a proposed nationwide NHPP project. Wiltshire was chosen for the pilot study area as it represents the greatest concentration of losses in a single county and a range of site types. Wiltshire Council is a new unitary authority for the whole county (with the exception of Swindon) and has been kept informed of the pilot project through officer-level meetings in December 2010 and May 2011. The main aim of the project was to create basic records and succinct assessments of selected disposal sites in Wiltshire, which will be of benefit to the Council, the Defence Infrastructure Organisation and other stakeholders.

The list of sites selected for assessment has been derived from regional planning

documents issued by Defence Estates (now Defence Infrastructure Organisation), DIO's disposals website, OGC's electronic Property Information Mapping Service (ePIMS), and occasionally other sources. The disposal list is dynamic as sites are frequently coming forward for disposal or being transferred by MOD to new owners. Some of the sites assessed in the pilot project have already been sold, while others have not yet been formally declared as surplus. Many disposal sites will eventually be sold on the open market for commercial development. Some will be offered to former owners under the Crichel Down rules. Occasionally, they may be acquired by other government departments, or passed to building preservation or community trusts. Readers who are interested in the current status of the sites should refer to the web sites listed at the end of this report.

The main purpose of the report is to make the results of the pilot project, including the full contents of the templates, available to anyone who may have an interest. The report is provisional, in that it has not yet been subject to consultation with external stakeholders. The information contained in Part A of the templates provides a succinct history and description of the sites, and has been used to create or enhance the internal English Heritage AMIE database and its public counterpart the Pastscape website (<http://www.pastscape.org.uk/default.aspx>). The information has also been passed to the Wiltshire Historic Environment Record. Part B of the form provides recommendations for future recording and research, a note of assets that may merit assessment for designation, and the potential for further management or planning guidance. For most sites a map of the disposal area is included and a couple of illustrative photographs. The report itself should not be seen as a model for disseminating future stages of the project, as the means of presenting and disseminating future work in this activity area has yet to be agreed.

WILTSHIRE'S MILITARY HERITAGE: AN OVERVIEW

Wiltshire's landscape has been intensively used for military training and infrastructure from the late 19th century. Salisbury Plain is the largest training area in the UK, at some 38,000 hectares, and is also one of the best-preserved archaeological landscapes in Western Europe (McOmish et al 2002). However, it is less well known that Wiltshire retains a group of early airfields which are also internationally significant. Research by English Heritage since the 1990s has confirmed the significance of many types of military infrastructure which survive in the county, ranging from barracks and airfields to research establishments and munitions stores (<http://www.helm.org.uk/server/show/category.19614>). Sites and themes of particular importance are summarised below:

Army barracks and training

The War Office developed large training areas and camps from the 1850s, for example in Aldershot, Colchester and the Curragh in Ireland, and selected Salisbury Plain in the 1890s. Military camps were established on the fringes of the downs at Tidworth, Larkhill and Bulford, and together, with Warminster have, experienced high levels of development in the 20th century (James 1987, and see separate essay on Tidworth below).

The military use of the Plain has helped to conserve chalk grassland habitats for a rich diversity of fauna and flora, as well as the visible archaeology of settlement and land use from the prehistoric period that has been destroyed elsewhere by intensive arable cultivation. The remains of practice trenches from both World Wars and other features developed by the Army across the Plain are also of significance (Brown, G and Field, D 2007, 170-80).

Barracks of the period up to 1914 have been subject to a national study (Douet 1998), which underpinned the selection of Jellalabad barracks at Tidworth as a representative survival of its type. There are also some examples of armouries and barracks buildings built after the Cardwell Reforms of the 1870s at Devizes, and elsewhere in the town and the remainder of the county are drill halls and other examples of buildings associated with the county's volunteer movements. The barracks at Devizes have been successfully converted into housing.

The strong military presence in the county is also reflected by the former Southern Command and later UK Land Forces HQ at Wilton, Salisbury. This developed into a major military command centre after the Second World War, with accommodation blocks and officers' mess reflecting current architectural trends. This site has been superseded by a new facility established in 2010 at former RAF Andover in Hampshire.

Airfields

Wiltshire has six of the twenty-six key aviation sites in England which best reflect the development of military aviation from 1910 to 1945 (English Heritage 2003). The group of sites developed around the army training areas at Salisbury Plain before 1914 represent

a uniquely important survival in an international context. The earliest suite of hangars, dating from 1910, survive at Larkhill and are listed Grade II*. The Royal Flying Corps' Central Flying School at Upavon and the prototype flying base at nearby Netheravon were both founded in 1912. Internationally, the latter is the most complete of the sites that relate to the formative phase in the development of military aviation. Old Sarum retains the most complete group of technical buildings representative of a Training Depot Station of the First World War period. It also retains its grass flying field with none of the perimeter tracks and other interventions characteristic of the post-1938 period.

Wiltshire's flying stations around Salisbury Plain continued to play a key role in tri-service liaison and training as the RAF expanded after 1923 and in particular after 1934. Additional sites were rebuilt or selected for training, maintenance and supply of aircraft. These include a number of nationally important sites. The Flying Training Station at Hullavington (now Buckley Barracks) is the station that most strongly exhibits the improved architectural quality of air bases developed under the post-1934 expansion of the RAF. It was selected in 1938 as one of a series of Aircraft Storage Units for the storage of reserves for the operational front line. The airfield at Kemble retains a uniquely important range of the steel and concrete hangars designed for these Aircraft Storage Units, which relate to contemporary hangar design elsewhere in Europe. Lyneham originated as an Aircraft Storage Unit and Maintenance Depot, but from 1943 it developed as one of the RAF's key transport bases, initially with hard runways. Much of the site's infrastructure dates from the Cold War, when it served as one of the bases for the dispersal and rapid reaction of the V-bomber nuclear deterrent. From the 1950s, the base assumed further importance as a base for the deployment of forces by air, in particular after the introduction of the Comet aircraft (the world's first commercial jet airliner) in 1956. Since the late 1960s Lyneham has operated as the sole base for the C130 Lockheed Hercules, and has played a key role in emergency relief and military operations.

Eighteen Hardened Aircraft Shelters (HASs) and associated facilities were constructed at Boscombe Down, beginning in 1979 during the final phase of the Cold War. These were built as part of a NATO-wide initiative to protect its key assets from a pre-emptive strike by Warsaw Pact forces. They are the only examples of this type of structure in Wiltshire.

Defence research

In addition to the operational bases, Wiltshire is also home to two of the country's most important defence research establishments. Boscombe Down was established in 1917 as a Royal Flying Corps airfield, but since 1939 has been the testing ground for nearly all the UK's military aircraft, and many other aspects of aeronautical research. At Porton Down, research into poisonous war gases began during the First World War and during the Second World War the Tank Armament Research range was also established there. In 1951, a huge micro-biological research laboratory was completed, one of the largest brick buildings in the country. This is now occupied by the Health Protection Agency. One of the site's main functions was to develop a new generation of biological and chemical weapons – an insurance policy against the failure of the atomic bomb project.

Underground depots

Wiltshire's location and limestone geology offered opportunities for the development of large munitions stores. Existing underground quarries at Corsham and Chilmark were requisitioned and adapted for this purpose from the 1930s. At this date a strict demarcation was maintained by the services and each established their own depots, the Royal Navy at West Dean, the army at Corsham, and the Royal Air Force at Chilmark. From 1943, Spring Quarry, part of the Corsham complex, was acquired by the Ministry of Aircraft Production for various types of component manufacture (<http://corsham.thehumanjourney.net/>). Immediately to its north the Royal Navy acquired a separate quarry site at Copenacre as a stores depot that survived until about 2009.

At the beginning of the Second World War, the Royal Air Force's No.10 Fighter Group shared a headquarters with the Observer Corps close to Corsham at Rudloe Manor. For safety they moved into the underground quarry workings and developed an operations and filter room in Brown's Quarry. This closed in 1945, and was briefly re-activated in the 1950s as a Sector Operations Centre as part of the refurbishment of the country's radar defences. It was then occupied by the United Kingdom Warning and Monitoring Organisation (UKWMO) until 1969. Post-war, other defence communications facilities were located at Corsham and the recently completed redevelopment of the Basil Hill site will ensure that this role continues.

Wartime defences

Wiltshire retains some important groupings of anti-invasion defences that are still clearly legible within their landscape. The 1940 GHQ Stop Line extended across England, the section running through Wiltshire was known as 'Line Blue'. One of these areas lies beside the Kennet and Avon Canal at Semington and Whaddon. This has been identified as being of national importance in a report on defence landscapes by the Council of British Archaeology (Foot 2006; http://archaeologydataservice.ac.uk/archives/view/defended_cba_2005/index.cfm?CFID=2048404&CFTOKEN=42074738).

Civil Defence

In the 20th century, the development of aerial warfare meant that civil populations were increasingly threatened by bombing. During the First World War, some shelters were built, and from the late 1930s extensive air raid precaution measures were put into place, including the provision of industrial, public and private shelters, and the basements of many public buildings were converted for use as air raid shelters or emergency control centres. English Heritage is planning further work on this topic. All the main utilities made provision for emergency control centres, these may be adapted structures or purpose-built, such as the 1980s Thames Water control bunker at Blunsdon.

Emergency government headquarters

During the Cold War, Spring Quarry at Corsham was developed as the secret Central Government War Headquarters, which in event of nuclear war would become the seat of national government. Regional Government Headquarters were also constructed

across the country and one of the last to be built was at Chilmark during the 1980s. In Salisbury, the Urban District Council established an emergency control centre under 'The Council House' in Bourne Hill, before it was moved in the 1960s to a former underground military telephone exchange. In the late 1960s at Devizes, the county's standby emergency bunker was built beneath the insubstantial library building. The government also maintained a network of buffer depots to hold emergency equipment and food stocks, including a grain silo at Melksham.

Royal Observer Corps

From the late 1950s, underground nuclear monitoring posts were built across the county for the Royal Observer Corps to monitor the effects of an attack; many of these still survive, for example at Avebury and Wroughton. The Western Area HQ for the Observer Corps was based at Rudloe Manor, where it remained until 1969. The military in Wiltshire

METHODOLOGY

The aim of the project was to create basic records and succinct assessments of selected disposal sites in Wiltshire. Initially, existing information on these sites was collated, including current and selected historic mapping, and records held on English Heritage's AMIE database. Information was also derived from the catalogue lists of former Property Services Agency drawings and photographs held by the National Monuments Record; readily available secondary sources were also consulted.

Field visits were undertaken to most of the sites to fill gaps in available information and in particular to assess individual buildings and their settings. Most of the sites were also recorded by low level aerial photography. The information derived from these field visits and the initial desk top assessment was entered onto a standard template. This was in turn used to create or update records on the AMIE database. The Mapping and Spatial Analysis team produced the maps of the disposal sites. The initial results were made available on the **Pastscape** website and also forwarded to the Defence Infrastructure Organisation and the Wiltshire Council Historic Environment Record.

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[StrategicDefenceAndSecurityReviewsdsr.htm](#)

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<http://www.helm.org.uk/server/show/category.19614>

<http://corsham.thehumanjourney.net/>

www.pastscape.org.uk/

http://archaeologydataservice.ac.uk/archives/view/defended_cba_2005/index.cfm?CFID=2048404&CFTOKEN=42074738

<http://www.mod.uk/DefenceInternet/MicroSite/DIO/WhatWeDo/Disposals/>

https://www.epims.ogc.gov.uk/ePIMSNet/epims_login.aspx?ReturnUrl=%2fePIMSNet%2fdefault.aspx

SITE TEMPLATES

The appendix contains the site templates alphabetically ordered by parish.

Bulford garrison - garages

Cherhill, Compton Bassett – RAF Radio School

Chilmark – RAF ammunition depot

Corsham - Basill Hill woodland

Corsham - Copeancre – Bath Road offices

Corsham - Gorse Farm and Rudloe No.2 site

Corsham - Spoil heap

Corsham - The Circus, Park Lane

Laverstock, Erskine Barracks, playing fields, Partridge Way

Lyneham - RAF Lyneham

Netheravon - airfield

Tidworth - former NAAFI

Tidworth – Home Farm

Tidworth – North East Quadrant

Tidworth – The White House

Tidworth – Zouch Manor

Warminster – Battlesbury Barracks

Westbury – Leighton House

Wilton – Erskine Barracks, UK Land HQ

Wilton – Bulbridge – land parcel

Bulford: Sling Road garages

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Sling Road garages	
Summary: Mid twentieth-century concrete garages to cottages built in 1924-39 for civilian workers at Bulford Camp, close to an intersection of early routeways, downland with well-preserved evidence for prehistoric land use and settlement and First World War practice trenches.	
Area: 0.005 hectares	NGR: SU 18899 44529
Parish: Bulford	NMR/HER nos: 1538785
Location: sited on northern edge of Bulford	Street/House number: Sling Road
Type/period/form: Garage/mid twentieth century	
Designated heritage assets About 150 metres to the east of the land parcel is a group of scheduled round barrows and another set further east of 16 scheduled barrows and two enclosures. Barrows: UDS 1009968, 1009966, 1009972, 1010239, 1010237, 1010235; RSM 10259, 10260, 10261, 10262, 10263, 10264 Enclosures: UDS 1009609; RSM 10265	
Undesignated heritage assets and other environmental designations None on the site, but the immediate area is rich in archaeological potential. Around the easternmost of the round barrows are the undesignated traces of a grid network of roads and buildings inherited from the Camp (AMIE 1360589). Further east still are the undesignated traces of Romano-British field systems. Also less than 100 metres to the east is the projected course of a Roman Road from Old Sarum to Mildenhall (AMIE 1166010, Linear 553) this may have also been a prehistoric trackway. Parts of it are known from aerial photos and Lidar.	
Landscape and settlement context: This site is on the northern edge of Bulford Camp. The War Office bought the land in 1898 and a tented camp was established there the same year. The hutted barracks was begun in 1900 and completed in November 1901, and was served by a newly-constructed railway. The cottages built for civilian workers at the Camp are shown as built between 1924 and 1939, to the western edge of a rectilinear looped access off Sling Road. To the south, east and west are rectilinear networks of routeways within which were grouped huts and institute buildings dating from after the construction of Bulford Camp in 1898. These have similarly been demolished or replaced by permanent	

construction since 1924.

Prior to the construction of Bulford Camp the site was situated on the border of farmland and open downland. Sling Road extends northwards as a track, with Romano-British fields to its west, the whole routeway being clearly indicated on all successive layers of the OS mapping; this is probably a medieval or even prehistoric track providing access to the downland. It is also located on the edge of late eighteenth/early nineteenth-century rectilinear enclosures from the downland, intermixed with plantations (one of which lies just to the north of the site). The downland retains a rich evidential variety of archaeological sites relating to prehistoric land use and in particular Bronze Age tumuli. Just to the north of the cottages is a complex of First World War practice trenches and other features for the familiarisation of conditions on the Western Front, now within woodland that has developed since 1919. During the First World War New Zealand troops were stationed there.

History and description of the site:

Flat-roofed garages and associated land parcel (of uncertain extent) to south-east.

Assessment of significance

No significance to the garages but the area is rich in archaeological potential and the site occupies a position at the juncture of ancient routeways and the extension of the cultivated area of the downland in the early nineteenth century. The broader context offered by Bulford Camp, and its historical role for training armies from Britain and Commonwealth countries in the First World War, is also significant.

References to further sources of information:

Wiltshire Community History page at

<http://history.wiltshire.gov.uk/community/getcom.php?id=39>

(accessed 7 April 2011)

'Parishes: Bulford', *A history of the county of Wiltshire: Volume 15: Amesbury hundred, Branch and Dole hundred* (1995), pp. 61-70. URL: <http://www.british-history.ac.uk/report.aspx?compid=115427> Date accessed: 27 May 2011.

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Aerial photographs of April 2011, in National Monuments Record, Swindon

Part B: Recommendations

Recommendations for further recording, research or investigation:

If there is development around this site, there needs to be very careful consideration of the potential to recover information relating to the development of the downlands from prehistory, and the preparations for front-line service in the First World War.

Heritage assets which merit consideration for designation:

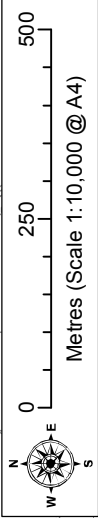
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

Potential for further management or planning guidance:

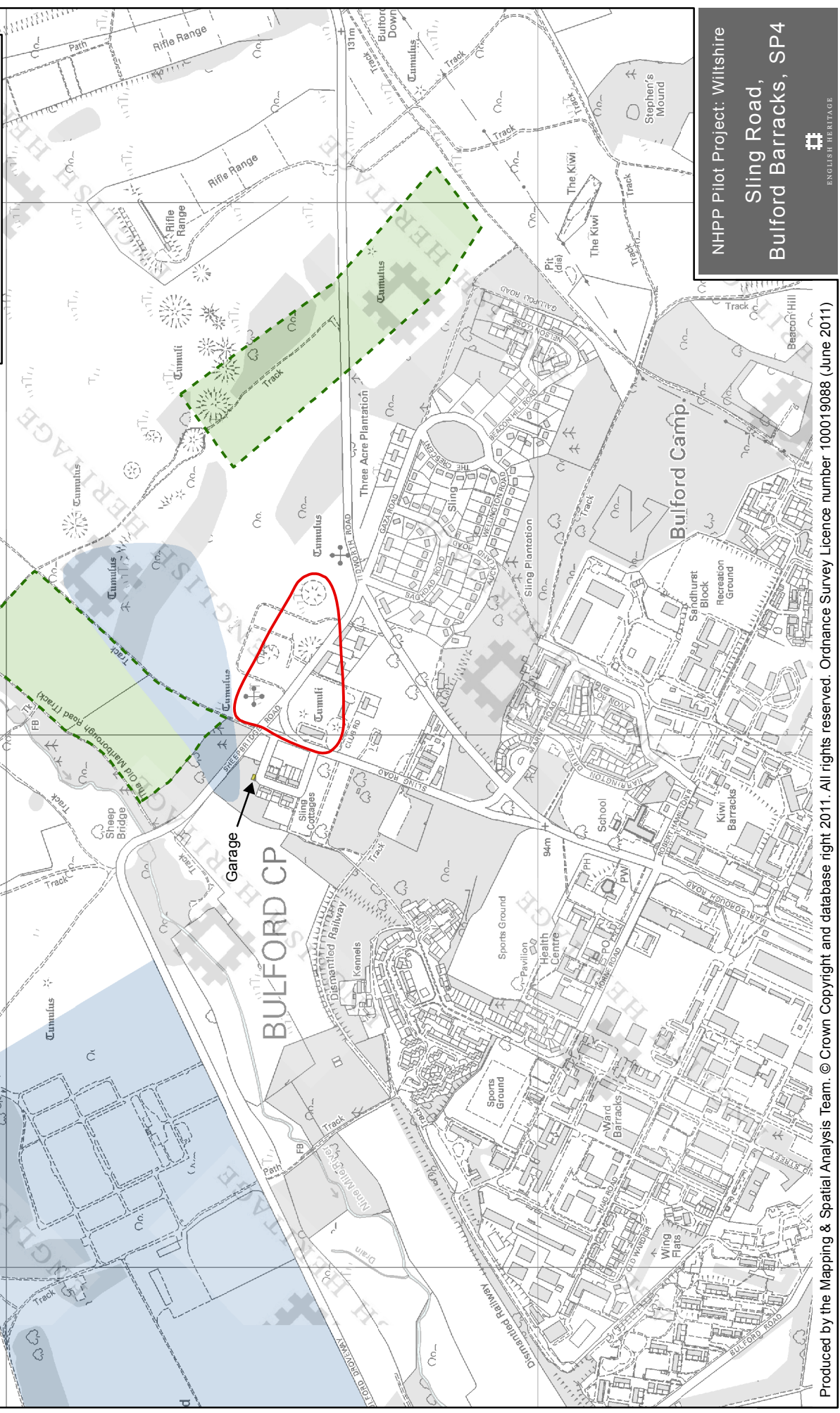
None other than the need for recording as outlined above.

Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 13 May 2011 26 May 2011



- Site assessed (garage)
- Area of Round Barrows close to site
- Romano-British field systems
- Areas of practice redoubts and trenches



NHPP Pilot Project: Wiltshire
Sling Road,
Bulford Barracks, SP4

ENGLISH HERITAGE



Bulford, Wiltshire, setting of the Sling Road garages. The garages lie at the near end of central housing estate road, in this view they are obscured by the triangular shaped woodland. © English Heritage NMR 26913-026

Cherhill: RAF Compton Bassett

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: RAF Compton Bassett	
Previously known as No 15 Recruits Centre, No 3 Electrical and Wireless School, No 3 Signals School, No 5 Radio School, No 3 Radio School, RAF Calne.	
It is understood that this site has now been sold by the MoD.	
Summary: RAF Compton Bassett opened in June 1940 as the main training base for RAF electronic communications and related trades, a role of vital significance to the operational capacity of the RAF and which it fulfilled until 1964. Subsequently, most of the hutted camp was cleared and the western half of the camp returned to pasture, while the eastern portion has been removed by gravel extraction. The most prominent survival is a former gym on the eastern side of the site. Within the compound at its southern end is a derelict 1980s families club, and the original camp gates and gate piers remain next to a K6 telephone kiosk. To the south of the main gate is a block of post-war RAF married quarters, now known as Lower Compton.	
Area: 1.65 hectares	NGR: SU 02087 70535
Parish: Cherhill	NMR/HER nos: 1489823 - SU 07 SW 93
Location: north-west edge of Lower Compton Bassett	Street/house number: N/A
Type/period/form: Military training site/1939-1964/documentary evidence Services club/1980-1980/building	
Designated heritage assets: None in vicinity	
Undesignated heritage assets: None in vicinity	
Landscape and settlement context: The site is set at the foot of the western scarp of the Marlborough Downs in the valley bottom of a minor stream, Abberd Brook. There are extensive areas of ridge and furrow centred on SU 019 702 (AMIE 1180847), and more is known from aerial transcription. There are views of the scarp of the downs with lynchets and other traces of medieval and earlier cultivation. One of the few remnants of RAF Compton Bassett is a small enclosure next to the historic Honeyball Plantation, within which the line of the former lane is preserved by a	

modern boundary. To the north-west are gravel pits dating from the 1960s to the east on the site of the camp open pasture. The rectilinear framework of the camp and the road system serving Old Camp Farm is clearly inherited from the radio school, which had an extensive hutted camp in this area. To the north are mixed deciduous plantations, some planted to screen the gravel workings.

The former RAF housing to the south dates from the continuing post-war use of the radio school, and was later occupied by families from RAF Lyneham and American personnel. The hipped-roof houses to the south-east date from the earliest phase, and are set within a rectilinear road layout.

The current disposal site is restricted to a small enclave around the former main gate. To the west it is shielded by Honeyball Plantation and to the south views are obscured by the post-war housing, and to the east by rising ground and strips of woodland.

History and description of the site:

Prior to the construction of RAF Compton Bassett, the eastern side of the camp was divided into distinctive narrow strips, with tree-lined hedgerows and scattered trees in the fields. While to the west in the valley bottom of Abberd Brook were irregular shaped fields, also bordered by hedgerows with trees. At the south end of the block of land requisitioned for the camp was Honeyball Plantation, an area of woodland from at least the mid nineteenth century. Within the woodland was a track leading to the valley-bottom pastures. In the early twentieth century a small cottage or barn was built at the end of this lane.

The main gate to the new station was built on the eastern side Honeyball Plantation. This is marked by two gate piers, both with traces of lamp pedestals; the original gates remain complete with traffic reflectors (SU 02101 70552). In the 1990s a commemorative plaque was attached to the eastern pier, but this has subsequently been removed. Just outside the main gate is a 'GR' pillar box, which probably dates from the opening of the base. Adjacent to this is a post-war telephone box. This area formerly housed the guardroom whose floor slab may be traced, along with those of other buildings. Evidently, after the closure of the base in 1964, a small enclave at the main gate was retained by the Ministry of Defence. The sole remaining building on the site is the former 'Compton Bassett Families Club' and was probably constructed in the 1980s when the USAF personnel were housed in the adjacent RAF Married Quarters. The club is a single storey structure built from grey brick laid to stretcher bond with a pitched and tiled roof, and weather boarded gables. To the west the roof is carried over the porch protecting the double entrance doors; there is also a set of double doors on the south elevation. It is lit by a band of windows set below the eaves. Immediately to the south of the door is a scar marking the position of the name board.

RAF Compton Bassett was established in 1939 and opened in June 1940, as the successor to Air Ministry Code and Cypher School Oxford. Initially, it was known as RAF Calne, and later as No 3 Signals School (1940-1942), No 3 Radio School (1943-1964) and No 5 Radio School (1943-1946). Post-war, it also housed the No 15 Recruits Centre (1945-1947). The main role of the new station was the training of radio and radar operators, and other technical personnel for the operation and maintenance of various electrical communications equipment including teleprinters and cipher machines. To house the trainees, a vast hutted camp about 1km x 0.7m was

constructed on a rectilinear grid. In 1945, the station was re-designated No 3 Radio School and operated until November 1964. Soon after most of the station was sold and cleared, its eastern half was removed by gravel extraction and the western portion returned to pasture. The resulting gravel pits were later used as a tip and these are currently being capped. The most prominent surviving building is a former gym adjacent to Old Camp Farm and at the eastern extremity of the site (SU 02338 71113).

About 3km to the east was RAF Yatesbury, (SU 07 SE 45), an airfield established in 1916, which in 1938 became the No 2 Electrical and Wireless School. The station closed in 1969. Subsequently a number of buildings have been listed and the western part of the site is a Conservation Area. It is probable that trainees from Compton Bassett received some airborne training at Yatesbury.

Opposite to the main gate is a small post-war estate of RAF Married Quarters, with road names with aviation associations. After the closure of the station they were variously occupied by personnel from RAF Lyneham and during the 1980s United States Air Force families. These have been sold into private ownership.

Assessment of significance:

Virtually all physical traces of wartime RAF Compton Bassett have been removed by gravel extraction and land remediation to demolish the camp and its roads. The principal surviving remains of the wartime camp are its gates, a gymnasium, and in places the rectilinear plan of the camp roads. The gates are an iconic and recognisable testament to the personnel who lost their lives, and the contribution this new trade made to the operational effectiveness of the wartime and early post-war RAF.

References to further sources of information:

Aerial Photographs of April 2011, in National Monuments Record, Swindon
<http://www.airfieldinformationexchange.org/community/showthread.php?577-RAF-Compton-Bassett>
<http://comptonbassett.webs.com/>
The National Archives, Kew, holds at least ten documents relating to RAF Compton Bassett, but these were not consulted as part of this investigation.

Part B: Recommendations

Recommendations for further recording, research or investigation:

Beyond a standard assessment for buried archaeological remains no further archaeological/historical research is required for planning purposes.

The National Heritage Protection Plan, Activity 4E2, has identified military communications as an area where we lack understanding. Although, the site is all but lost, a history of RAF Compton Bassett would fill a gap in our knowledge of training for this specialist trade.

Heritage assets which merit consideration for designation:

English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

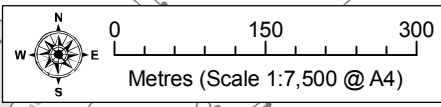
Potential for further management or planning guidance:

English Heritage has identified the following assets that may be of local or communal heritage significance under PPS 5:

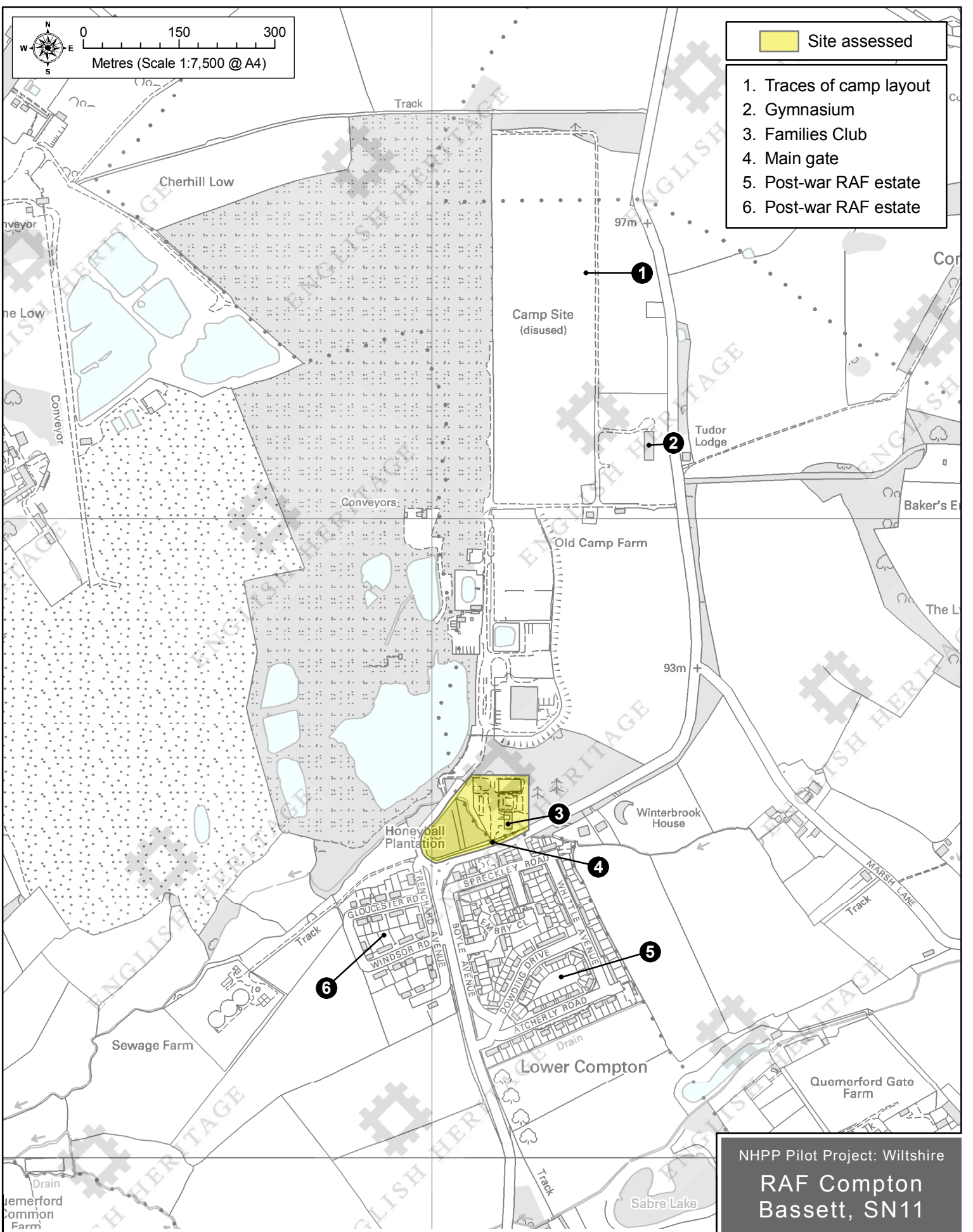
The gate piers, gates, pillar box, and perhaps the telephone box.
The commemorative plaque might also be replaced.

Part C: Background information

Date of site visit: 1 April 2011	Attended by: Wayne Cocroft Roger Bowdler Roger JC Thomas
Record author: Wayne Cocroft	Date: 13 April 2011
Amended by: Jeremy Lake Wayne Cocroft	Date: 20 May 2011 26 May 2011



- Site assessed**
1. Traces of camp layout
 2. Gymnasium
 3. Families Club
 4. Main gate
 5. Post-war RAF estate
 6. Post-war RAF estate



NHPP Pilot Project: Wiltshire
RAF Compton Bassett, SN11

ENGLISH HERITAGE



Former RAF Compton Bassett, Wiltshire, to the top left most of the former station has been removed by gravel extraction, while to the right traces of camp roads may be seen. In the foreground are post-war RAF housing estates. © English Heritage NMR 26924-005



Former RAF Compton Bassett, Wiltshire, original 1930s main gates and piers, inside the compound is the 1980s families' centre. © English Heritage NMR 26924-005

Chilmark: former RAF Chilmark

Part A: Information for transfer to AMIE database and uploading to PastScape

Site name: Former RAF Chilmark	
Summary: Quarry from the medieval period, with associated woodland, after 1936 developed as a bomb and ammunition store for the RAF. This survives as a coherent (possibly unique) survival of a late-1930s RAF munitions store and handling facility, extending from the rail-head complex to the laboratory complex, decontamination building, police housing, guardhouse and the magazine/stores complex and associated burning ground. Part of the site is managed as a Site of Special Scientific Interest (SSSI) and designated as ancient woodland, and management of most of the site can be secured to an appropriate level through integration with the management plan for the site being drawn up by Natural England.	
Area: 27 hectares	NGR: ST 97372 30963 (FCE)
Parish: Chilmark	NMR/HER nos: 1538887
Location: Isolated	Street/House number: N/A
Type/period/form: Quarry/medieval/subterranean feature Armament depot/Second World War/extant building Armament depot/Second World War/subterranean feature Armament depot/late twentieth century/extant building/subterranean feature Armament depot/late twentieth century/subterranean feature Regional government HQ/late twentieth century/extant building	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets and other environmental designations The quarry is sited within the Cranborne Chase and West Wiltshire Downs AONB. It is also a Site of Special Scientific Interest, principally as a large bat roost and as the only exposure of Portland and Purbeck beds away from the Dorset coast. Other environmental assets around the quarry are known to include dormice, crested newts, badgers, and Jurassic insect fossils (Wooldridge 2005, 62). There are also some small areas designated as 'ancient woodland' (specifically ancient replanted woodland) in close proximity to RAF Chilmark. These range from c250m to c 500 metres away from the main quarries, and going clockwise these are: Lower Holt Copse to the east, Chicksgrove Wood to the south and Moses Wood to the west.	
Landscape and settlement context: Chilmark Quarry developed within an area of woodland, extending to Pitts Wood to	

the west, which was exploited and in turn regenerated for exploiting the beds. The irregular enclosures to the landscape around the quarry result from the enclosure of fields from medieval woodland, in contrast to the more open downland landscape just to the north, but it is clear that underpinning this 'medieval landscape' is an earlier landscape with evidence of prehistoric land use and settlement. A Romano-British field system with earthworks and crop-mark evidence is sited to the west on Chilmark Common, covering c10 hectares (AMIE record 210941).

To the south is the former Regional Government HQ (ST 97829 30747). This was constructed in the 1980s and was the last purpose-built RGHQ, and marks the end point of this type of Cold War architecture, the culmination of nearly 40 years worth of experience – and thus is different from the grade II listed combined War Room/RSG complexes at Cambridge and Nottingham. It was a Home Office site, and lies outside of the current disposals area. (<http://www.subbrit.org.uk/rsg/sites/c/chilmark/>)

History and description of the site:

Chilmark quarry's Portland and Purbeck Beds developed from the medieval period for the supply of stone to Salisbury Cathedral and a wide range of domestic and ecclesiastical architecture in the area. It was often used in a chequered pattern with knapped flint. The quarry was expanded in the late nineteenth century with underground mining on the west side of the Chilmark-Fovant road, the underground workings comprising 2.5 ha in the 1980s. This is one of 25 quarry sites that were developed in the inter-war period for the storage of ammunition for the army, navy and airforce. Prior to that the only buildings marked on OS maps are an engine house and other structures serving the quarries.

During the mid-1930s, as the Air Ministry significantly increased its holdings of bombs and ammunition, it sought places suitable for its own dedicated storage facilities, separate from those of the navy and army. In June 1936 (McCamley 1998, 38) it bought the Chilmark quarries, with a view to storing 20,000 tons of explosives. The depot opened in 1937 and comprised underground storage and dispersed surface stores, some linked by a narrow-gauge railway. During the war a wide range of munitions, including chemical weapons, were stored at Chilmark. By 1965, it was the RAF's only ammunition supply depot, and also handled packed Petroleum, Oil and Lubricants (POL). In 1992, a study by the Ministry of Defence's Conventional Armaments Study Team (CAST) proposed moving the RAF's storage to the army's existing depot at Longtown, Cumbria. The rundown of the depot commenced in 1993 and was complete by late 1994, when after a change of plan most of the stock was moved to the Royal Navy depot at Glen Douglas. During this period and until at least 1997 remediation work included explosive ordnance disposal searches, land remediation, and the sealing or filling of caves and air-raid shelters (Wooldridge 2005, 62-3).

The site is now divided between:

1. Chilmark Quarry to the north-east for the underground storage of high explosives, now in separate ownership and in commercial use as a quarry
2. the rail terminus to the south, served by goods sheds for the transfer of materials from the main line and with its own engine house, all in steel-framed construction and also in separate ownership.
3. the continuation of the rail system to serve the laboratory complex for the inspection and handling of explosives which is also in separate ownership. Its

- small-scale buildings built in brick and tile with stone ashlar detail reflect an awareness, typical of the period, of the need to soften the impact of large military sites on the environment
4. the eastern entrance zone (to the south of headquarters and administrative buildings) to the main magazine complex, with the principal road access passing through Chicks Grove Wood into open ground (unimproved grassland over spoil) and the entrance to the main magazine complex. Key buildings and sites comprise: an overgrown gun post to the north of a single-sex decontamination building (53) for treatment and escape from poison gas, in brick and tile with a boiler stack and an exceptionally well-preserved interior with cubicles and plant; a rendered brick ablutions block (123) and facing south into a looped road in the open ground a semi-detached police house, in brick and tile with a central stack.
 5. the main magazine complex for the storage of pyrotechnics and incendiary bombs, with at the entrance a guard house (54) in brick and tile with ashlar kneelers and portico, sited close to a latrine (87) with gunracks (an unusual feature). The area was landscaped with its own distinct character, with single and some double magazines set within ornamental planting, partly dating from the 1930s but mostly from the 1950-60s, and also some regenerative woodland (eg birch). The road loops around two pyrotechnic stores (35-6) with multiple doors to the south-west.
 6. the burning ground, with heaps of overgrown ammunition, an administrative building, and a small concrete shelter. It is separated from the magazine complex by an ancient routeway which was largely obliterated within RAF Chilmark and has now been reinstated (on a slightly different alignment) as a public bridleway connecting this routeway to north and south.
 7. Moses Wood, bounded by an ancient bank to coppice stools and with oak standard trees intermixed with some veteran oaks indicative of eighteenth-century or earlier origins. The principal remains of the depot within the woodland are two munition storage buildings, one with copper vents and the other adapted in the 1950-60s with heat ducting for the storage of missiles. There are also the platforms of hutting and other traces of its military use within the woodland.

Assessment of significance

The whole of the former RAF Chilmark complex comprises a very extensive and dispersed site that retains all the surface as well as underground sites associated with an RAF munitions complex, the others being the underground sites at Harpur Hill near Buxton (a limestone quarry with open air test ranges), Fauld (a gypsum mine, with the crater resulting from the massive explosion of November 1944) and Llanberis (a covered open cast slate mine). It acted as the hub of nine outlying storage sites. It survives as a 1939 complex, with little change since, within its original landscape context. The nearby site at Dean Hill on the Wiltshire/Hampshire border is likewise complete but is characteristic of naval munitions complexes in its different layout and magazine arrangement for the storage of large naval shells.

The component areas of the site range (as identified above) from individual buildings or groups of buildings with a distinct character to areas of open landscape and woodland. The open ground has been re-landscaped and covered in spill, but the woodland (particularly the banks bounding it) will retain significant evidence for pre-medieval land use and settlement complementing and deepening the understanding gained from Chicks Grove Common. The medieval quarry in separate ownership is sited to the north,

and survives as one of the most significant quarry sites in England for its historic interest and biodiversity. It was a source of stone for Salisbury Cathedral and the Palace of Westminster.

References to further sources of information:

'Parishes: Chilmark', *A History of the County of Wiltshire: Volume 13: South-west Wiltshire: Chalke and Dunworth hundreds* (1987), pp. 114-125. URL: <http://www.british-history.ac.uk/report.aspx?compid=116119> Date accessed: 27 May

McCamley, N J 1998 *Secret underground cities* Leo Cooper: Bamsley

Wooldridge, M 'The closure of No 11 MU, RAF Chilmark' *RAF Historical Society* 35 62-63

RGHQ Chilmark <http://www.subbrit.org.uk/rsg/sites/c/chilmark/>

Aerial photographs of April 2011, in National Monuments Record, Swindon

Records in National Monuments Record

AMIE record for Chicksgrove Common (see above). Record for quarry and bomb dump 1466497, other ancient quarries 210950. There is also a record for a findspot of a Bronze Age Bronze 'razor' in the approximate area of the quarries (find made 1940s record 210947).

PSA Collection P/G18419 WI. CHILMARK DOE. DEPOT INT. AND EXT. 14 09 1972 B

The National Archives, Kew, holds at least 21 documents relating to RAF Chilmark and the underground workings.

Part B: Recommendations

Recommendations for further recording, research or investigation:

It would be useful to conduct an extensive overview of the overall survival of other (army, air force and naval) sites of this type in Britain, to determine whether the survival of all the component sites at Chilmark is unique or not.

A Level 1-2 survey and photographic record should be made of the site, including illustrative interior views and shots of constructional details. Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record.

Heritage assets which merit consideration for designation:

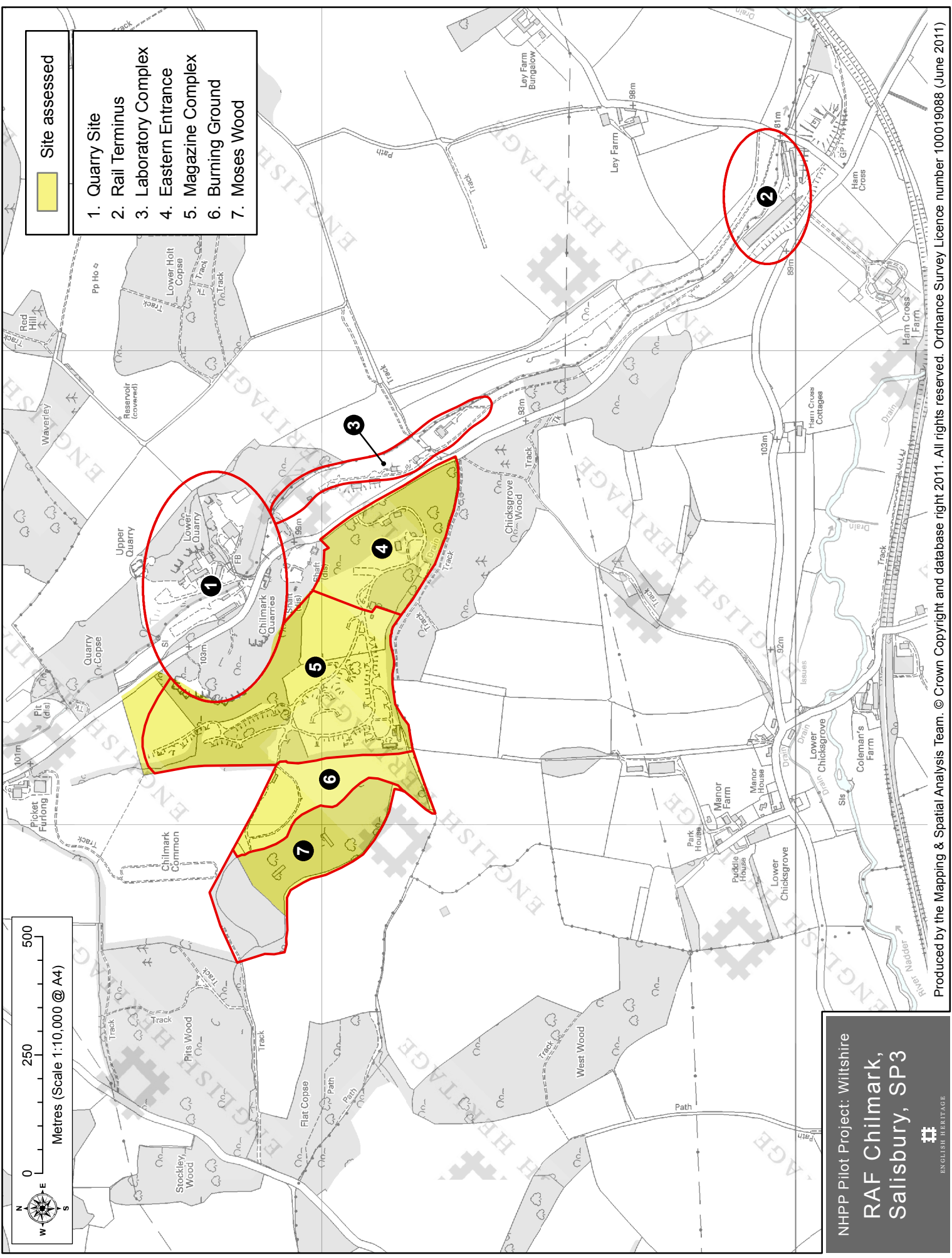
The whole site has significance in a national context, but only part of the site is in MoD ownership. English Heritage considers that there are no individual assets of national significance that merit consideration for statutory designation under current criteria.

Potential for further management or planning guidance:

The summary of the character and significance of this site can inform approaches to future change and use of this site (including the diversity of storage and other potential uses for the magazines and other buildings), and the habitats it now offers for fauna and flora, in conformity with local planning policy. The quarry is still operative (Chicksgrove Quarry), and the laboratory complex and railway depot is in separate ownership. Housing development is not a viable option – in view of its location and decontamination issues - for the site in MoD ownership, which comprises the eastern entrance zone, main magazine area, burning ground and Moses Wood. The latter is a designated ancient woodland, and Natural England is leading on a plan for the management of the whole site as a habitat for wildlife. English Heritage should inform this management plan.

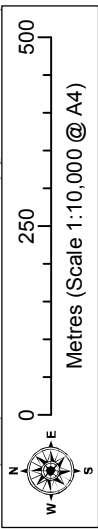
Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake Wayne Cocroft	Date: 12 March 2011 18 March 2011
Amended by: Jeremy Lake	Date: 3 May 2011 20 May 2011



Site assessed

1. Quarry Site
2. Rail Terminus
3. Laboratory Complex
4. Eastern Entrance
5. Magazine Complex
6. Burning Ground
7. Moses Wood



NHPP Pilot Project: Wiltshire
RAF Chilmark,
Salisbury, SP3

ENGLISH HERITAGE



RAF Chilmark, Wiltshire, to the left the curving road pattern marks the majority of the area to be disposed of. To the right bottom is the former laboratory area, and above the former headquarters and administrative buildings. © English Heritage NMR 26910-001



RAF Chilmark, Wiltshire, the entrance to a buried magazine. © English Heritage



RAF Chilmark, Wiltshire, magazine in Moses Wood, later air conditioning plant was probably installed for the storage of guided missiles. © English Heritage



RAF Chilmark, Wiltshire, western edge of disposal area mature woodland in Moses Wood. © English Heritage

Corsham: Basil Hill woodland

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Basil Hill woodland	
Summary: The woodland contains the upstanding remains of at least two post-medieval field boundaries, one of which survives as a short length of Bath stone wall. Recent discoveries of Roman activity in the fields to the east may suggest that there is similar potential in this area. Within the wood are also the earthwork remains of a hut from the Second World War or later. In 1941, a Hurricane fighter crashed in this area; the precise site of the crash is unknown.	
Area: 5.2 hectares (approx) (disposal area to be defined)	NGR: ST 85839 69857 (FCE)
Parish: Corsham	NMR/HER nos: 1536896 - ST 86 NE 52 1536924 - ST 86 NE 53
Location: The woodland is located at the eastern periphery of the Corsham Computer Centre, and immediately to the west of a new housing development.	Street/house number: N/A
Type/period/form: Military camp/Second World War/documentary evidence Military building/Second World War/hut Field system/post-mediaeval/earthwork Field system/post-medieval/wall	
Designated heritage assets: There are no designated heritage assets or natural heritage designations on this site. About 170m to the south of woodland is Pockeredge Farm, comprising three grade II listed assets: a late seventeenth-century Farmhouse (UDS 1022098, LBS 315357, Walls and Gate UDS (1022099, LBS 315358) and an eighteenth-century Barn (UDS 1022100, LBS 315359. About 150m to the south-west is the grade II listed Hudswell House (LBS 315254) and beyond a row of late seventeenth-century cottages (UDS 1284018, LBS 315255	
Undesignated heritage assets: Further investigation may reveal heritage assets which are currently buried and which may require further assessment.	
Landscape and settlement context: To the north and east the wood is bounded by a newly-built housing estate. To the south between it and Pockeredge Farm is loosely-managed pasture and to its west,	

houses along Paddock Lane. To the west is open land within the base with some tree cover.

Just over 200m to the south the cutting of the London to Bath railway line is registered as a Site of Special Scientific Interest.

History and description of the site:

The woodland (ST 85839 69857 FCE) lies at the eastern periphery of the Corsham Computer Centre, bounded to the south by Paddock Lane, to the west by Barbara's Lane, and to the north by the line of a former quarry tramway. The eastern edge of the wood is marked by a new path along the western side of a new housing development to the east. The south-west corner of woodland partly overlies the eastern extremity of Tunnel Quarry.

Cartographic evidence suggests that the woodland has largely developed since the Second World War. A 1946 air photograph (Oxford Archaeology 2008, 22) shows a line of trees probably marking a field boundary; otherwise the area appears to be open. Prior to this date this area is shown as open land divided by a south-west to north-east field boundary with two perpendicular boundaries to the south-east and north-west. These appeared to have been removed by 1946, although the line of trees may mark the boundary to the south-east. This may also be traced as an earthwork bank, and at its south-eastern end close to the modern path is a short stretch of tumbled down Bath stone wall. Another earthen bank might mark the line of the south-west to north-east boundary. During the mid-late nineteenth century, Hudswell Quarry, to the west of wood, was opened up and served by a tramway whose course marks the northern edge of the woodland. The area then appears to have remained little altered until the late 1930s when the War Office developed the Corsham tunnel complex as an ammunition storage depot. At this time a row of officers' married quarters were built along Paddock Lane, which forms the southern boundary of the wood. Immediately to the east a detached laboratory complex was built. It was probably during its construction in 1942 that a Roman stone coffin was discovered. The laboratory complex remained standing to at least 1967, and its access track, Savernake Road, and its outer fence survived until the recent housing estate was built. This name may reference another large ammunition store at Savernake Forest, Marlborough. In the northwest corner of the wood, at the corner of Barbara's Road and Peel Circus, were a couple of huts associated with the Hudwells hostel site. Post-war, any traces of these were probably removed when a mounded access point to Tunnel Quarry and a car park were built – this area was not visited. Within the wood a rectangular earthwork was seen that may mark the site of a wartime or later hut.

On 7 November 1941, a Hurricane crashed at Corsham (HOB UID 1367371); its location is given at a spot just to the north-east of a wood (ST 86 70).

No surface finds of archaeological interest were noted during the field visit.

Assessment of significance:

The woodland contains no significant upstanding archaeological remains, although the field banks may contain deposits of environmental interest or bury earlier land surfaces. Excavated Roman remains in the vicinity may indicate that there is the potential for buried deposits in this area.

References to further sources of information:

Oxford Archaeology 2008 *Joint Support Unit (JSU) A characterisation study of the quarries, their twentieth-century defence uses and related above ground infrastructure*
<http://corsham.thehumanjourney.net/maps.htm>

Part B: Recommendations

Recommendations for further recording, research or investigation:

Further work is required to identify precisely the site of 1941 Hurricane crash.

The presence of Roman burial and settlement remains to the east might indicate that further remains may lie beneath the woodland (NMR 207932, 643406, 1352417).

Within the wood are remains of a partly-dismantled stone wall and earthwork banks marking the line of lost walls or hedgerows. A survey would ascertain whether or not they correlate with boundaries shown on historic maps. The banks may also contain environmental evidence about previous land use.

A separate assessment of the natural history significance of the woodland may be required.

Heritage assets which merit consideration for designation:

The site of the Hurricane crash, if it can be precisely identified, may be afforded protection under the Military Remains Act 1986.

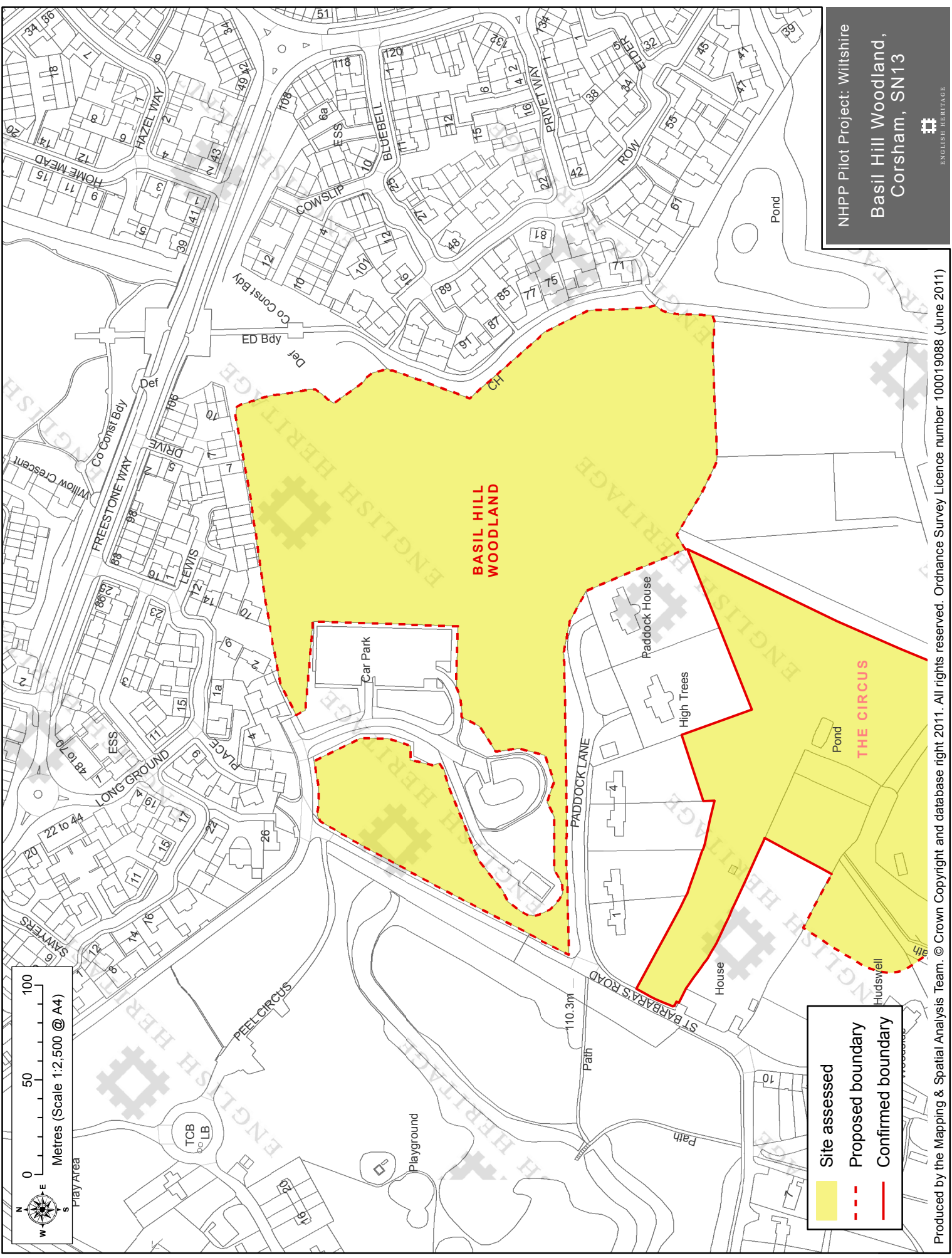
Otherwise, English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria. However, future investigation may highlight new claims to significance which will have to be assessed.

Potential for further management or planning guidance:

If any development is proposed in this area it will be subject to standard local authority historic environment controls.

Part C: Background information

Date of site visit: 18 February 2011	Attended by: Will Holborow, Wayne Cocroft, Chris Daniel, Defence Estates
Record author: Wayne Cocroft	Date: 14 April 2011
Amended by: Wayne Cocroft	Date: 26 May 2011



NHPP Pilot Project: Wiltshire
 Basil Hill Woodland,
 Corsham, SN13



- Site assessed
- Proposed boundary
- Confirmed boundary

Corsham: Copenacre site

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Copenacre site Formerly known as RNSD Copenacre, Fleet Air Arm Store Copenacre	
Summary: The Copenacre stone quarry operated from the mid nineteenth century until it was requisitioned by the Government in 1940. Subsequently, it was converted for storing naval equipment and was served by associated surface facilities. Post-war, the underground and surface sites were enlarged; the underground stores remained operational until 1995 and the above ground stores and offices until about 2009. In early 2011 the site was for sale.	
Area: 5.4 hectares (surface)	NGR: ST 85210 70428
Parish: Corsham	NMR/HER nos: 1536692 - ST 87 SE 78
Location: Village periphery, main arterial road	Street/house number: Bath Road, Corsham
Type/period/form: Stone quarry/Victorian/subterranean feature Armament depot/mid twentieth century/subterranean feature Armament depot/Second World War/subterranean feature Quarry/Second World War/subterranean feature Armament depot/late twentieth century/subterranean feature Armament depot/twenty-first century/extant building	
Designated heritage assets: There are no historic or natural environment designations applied to the site. On the opposite side of the road is a grade II listed milestone (UDS 1021962, LBS 315029).	
Undesignated heritage assets: It is believed that plant and equipment lies abandoned in the underground workings. It is unclear whether or not building and structure drawings remain on site.	
Landscape and settlement context: The former stores depot lies in a landscape that was until the Second World War characterised by irregular open fields punctuated by small enclosed woodlands. It exhibited a dispersed settlement pattern, including a number of large farms and houses, and scattered cottages principally sited along the main roads. Since the Second World War the character of the area has been radically altered by the military use of the underground quarries. On the surface this led to the construction of a great number of hutted administration and accommodation camps. To the west of Copenacre the village of Rudloe grew out of one these camps and post-war housing estates were created for the personnel based around Corsham. During this period the village of Lower Pickwick	

has also expanded from the east. To the north and a field to the south, most of the land is managed under an entry-level stewardship agreement. On the opposite side of the road to the site are a number of cottages and farms. About ½ km to the north and west of the site is the boundary of the Cotswolds Area of Outstanding Natural Beauty.

History and description of the site:

The former Joint Services Corsham, Copenacre Site (ST 85243 70447 FCE), lies about ½ km to the north of the main Corsham Computer Centre and tunnel complex. It is situated on the north side of the Bath Road A4 and mainly overlies the former Copenacre limestone quarry. This was developed from the mid nineteenth century; on the surface was the entrance to the slope shaft, a small self-contained rail system and travelling cranes for lifting the stone. The underground area could also be accessed from the south via the Hartham Park Quarries. This remains in use giving access to Pickwick Quarry. There is no underground connection between Copenacre Quarry and the main Corsham complex.

Copenacre, along with the other Corsham quarries was requisitioned by the government in December 1940. In comparison to the other underground areas it was comparatively small covering about 10 acres (4 hectares). Initially, it was proposed to convert 160,000 sq ft (14864 sq m) at a cost of £192,500. This was later reduced to 120,000 sq ft (11148 sq m), but was then finally increased to 217,800 sq ft (20233 sq m), or about half of the available underground area. Development of the Copenacre quarries began in early 1942 after the Admiralty identified a requirement for secure storage for Fleet Air Arm (FAA) equipment. To convert the quarry to its new use, the surface topography was considerably modified including the regrading and enlargement of the Copenacre shaft [H39] and the excavation of a new shaft [H7]. Both these were protected with heavily-reinforced concrete caps. To further improve access two electrical elevator shafts [H10] and H40] were also constructed, and at the extreme eastern end of the site is a staircase to the mine, apparently now blocked. On the surface, office accommodation [H20] was required for 50 men, a dining room [H36] for 50 officers and 200 ordinary ranks, and garaging for 24 vehicles, in buildings H13, H14 and H16. The Hartham Park Quarries access was maintained through a long narrow drift, but was only used as an emergency exit. During the war, in addition to FAA equipment the depot also housed naval anti-aircraft stores, radio direction finding, fire-control and Asdic equipment.

Immediately post-war the FAA no longer need the Copenacre accommodation and it became a Royal Navy Stores Depot (RNSD), which also expanded its operations into Spring Quarry. The Corsham area became the main storage depot for the Royal Navy's electronic equipment, and by 1954 the facilities had been considerably expanded. As well as its storage role the depot also became responsible for the testing and calibration of the Navy's electronic equipment. To support this activity a number of specialised facilities were created underground, including a dust proof room and electromagnetic shielding. A new power station was also built to ensure stable high frequency power supplies.

In 1960, the site was again considerably expanded when the Navy's supply depot at Risley, Cheshire, was closed and 10,000 tons of stock and 400 personnel were transferred to Corsham. To house this extra staff a three-storey reinforced concrete office building [H4] was constructed at the western side of the site. A series of

photographs in the NMR's PSA collection dated May 1959, probably indicate it was built around this time. It is suggested that the range to the west with brick panel infill may predate the ranges to the east with washed concrete panels. This later addition may have been required when the Ministry of Defence's Royal Navy Stores and Transport headquarters staff were transferred to Corsham in 1966.

By 1969, Copeacre was the Navy's principal location for the storage of and testing of naval electronics. With a workforce of 1,700, it was north Wiltshire's largest employer. Not long after this concentration had taken place, concerns were raised about storing all this equipment in a single location. In January 1972, a review concluded that Copenacre underground should be closed, but after a public enquiry, in October 1974 a reprieve was announced. In the post Cold War defence reviews of the early 1990s a further review was undertaken and it was announced that Copenacre was to close by March 1997, and the underground areas were to be cleared by September 1995 (McCamley 1998, 207-8, 209-10, 212-13). Latterly, the surface site has been known as 'Joint Services Corsham Copenacre Site', and was occupied by Defence Equipment and Support, Information Systems and Support, they remained until about 2009.

Assessment of significance:

During a brief field visit access to the underground areas was not feasible, and it is therefore not possible to comment on the potential survival of pre-1940 quarrying remains. The development of the naval stores depot has also covered or removed all surface traces of quarrying activity.

During the Second World War with the threat of aerial bombardment, the government sought to protect some of its most significant munitions and other stores in underground depots, and some underground factories were also developed. In total 25 underground facilities were created (McCamley 1998, xii), over half of which were in Wiltshire.

Copenacre quarry was relatively unusual as it was used for naval equipment stores, rather than explosives or production. The surface buildings display an irregular plan, which was partly determined by the shaft entrances, but which might also give camouflage advantages. The activities in the structures may be broken down into four main areas, quarry access, administration, motor transport, and personnel welfare. The buildings exhibit typical wartime construction techniques, including standardised hutting, concrete-framed buildings infilled with hollow bricks, and brick buildings with metal truss roofs covered by asbestos sheeting. The most distinctive structures on the site are the two heavily-constructed reinforced-concrete slope-shaft heads and the two lift-shaft heads, which provide a connection between the surface and underground landscapes.

Post-war, most of the wartime buildings remained in use until the site's closure, although two unidentified wartime buildings were lost to the east and one to make way for the extension of [H4]. The largest post-war surface development was the construction of the three-storey concrete-framed office building [H4] in about 1959, which was later extended eastwards. This appears to be a standard contemporary design, although parts of its interior may reveal more specialised functions. Also around this time the areas of hardstandings were considerably extended; it is suggested those to the east were used for delivery vehicles and those to the west for staff parking.

References to further sources of information:

McCamley, N J 1998 *Secret underground cities* Leo Cooper: Bamsley
Oxford Archaeology 2008 *Joint Support Unit (JSU) A characterisation study of the quarries, their twentieth-century defence uses and related above ground infrastructure*
<http://corsham.thehumanjourney.net/maps.htm>

The National Archives, Kew, holds at least ten documents directly relating to Copenacre. These were apparently used by McCamley (1998) in his unreferenced book.

Property Services Agency Collection, NMR Swindon – not consulted

P/G17033	Corsham Copenacre collapsing chimney stack	05 1971 B
P/G06581	Corsham Copenacre quarry office block	04 03 1957 B
P/G14464	Corsham Copenacre RNSD.	31 07 1970 B
P/G14534	Corsham Copenacre RNSD.	11 09 1970 B
P/G16037	Corsham Copenacre RNSD.	30 04 1971 B
P/G17014	Corsham Copenacre RNSD.	08 06 1971 B
P/G17133	Corsham Copenacre RNSD.	05 07 1971 B
P/G17195	Corsham Copenacre RNSD.	18 08 1971 B
P/G17503	Corsham Copenacre RNSD.	26 10 1971 B
P/G21891	Corsham Copenacre RNSD. Hartham aerial photograph	12 1975 B
P/G07676	Corsham Copenacre RNSD. new office block	19 05 1959 B

Part B: Recommendations**Recommendations for further recording, research or investigation:**

1. The underground area was not visited and it is believed that plant and equipment was abandoned and not recovered. The underground areas also included specialist electronic test cells. These areas should be subject to photographic documentation and assessment.
2. Only part of the underground area was converted for storage purposes and in distant parts of the quarry undisturbed nineteenth- and twentieth-century quarrying remains may survive.
3. If the site is threatened by major redevelopment:
4. A report should be written on the development and history of the site, with a brief description of the buildings. Full use should be made of the available documents in the National Archives, Kew.
5. A full professional photographic record should be made of the site, including illustrative interior views and shots of constructional details.
6. If site drawings remain on site these should be evaluated and a sample deposited in a publicly-accessible archive.

Heritage assets which merit consideration for designation:

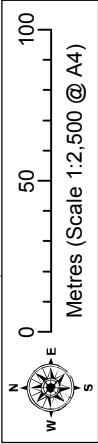
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

Potential for further management or planning guidance:

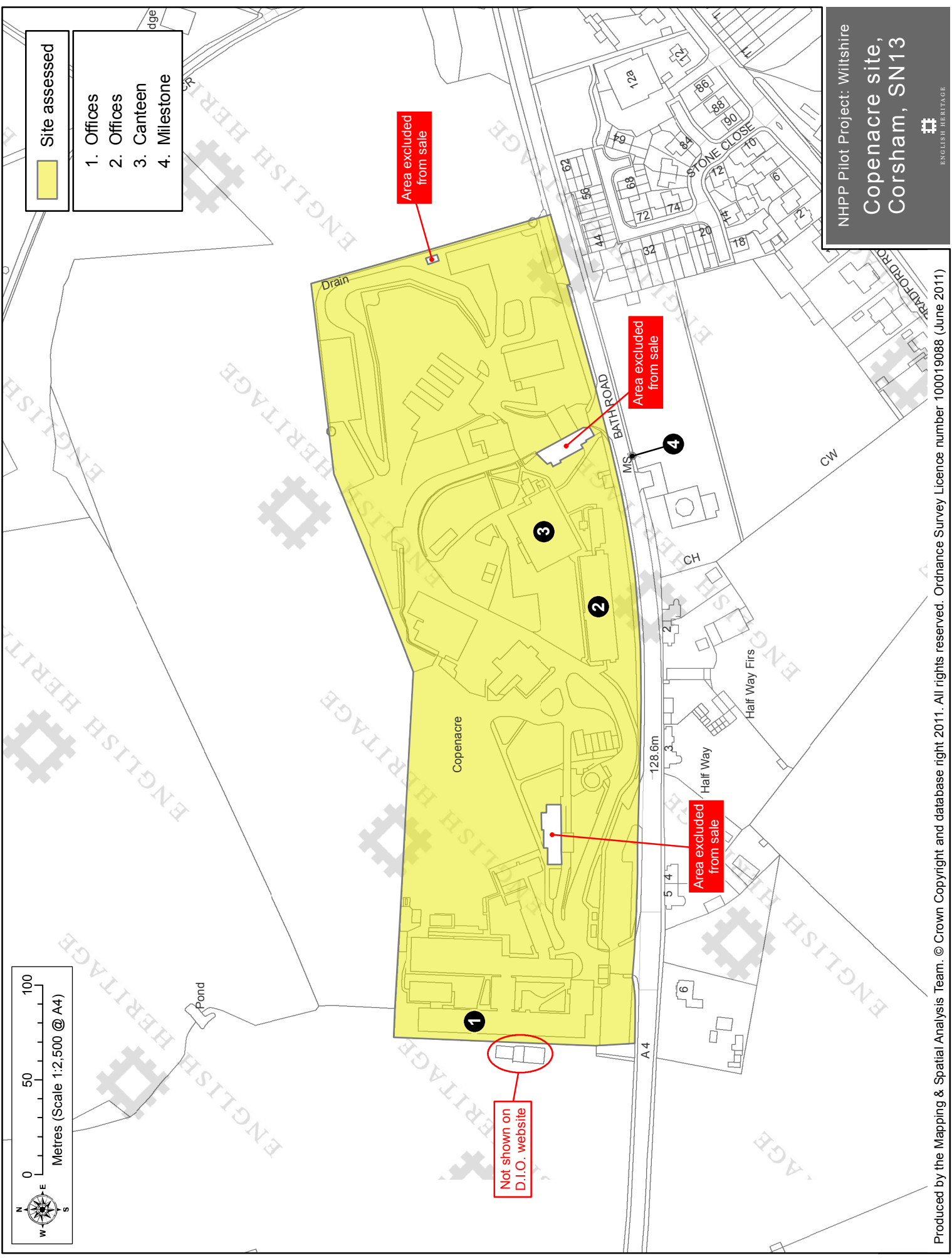
For sale February 2011, exclusions include two slope-access shafts and eastern pedestrian shaft.

Part C: Background information

Date of site visits: 18 February 2011	Attended by: Wayne Cocroft, Will Holborow, Chris Daniell (Defence Estates)
Record author: Wayne Cocroft	Date: 18 February 2011
Amended by: Wayne Cocroft	Date: 26 May 2011



- Site assessed**
- 1. Offices
 - 2. Offices
 - 3. Canteen
 - 4. Milestone



NHPP Pilot Project: Wiltshire
**Copenacre site,
 Corsham, SN13**



Copenacre, Wiltshire. © English Heritage NMR 26905-022



Copenacre, Wiltshire, wartime office building. © English Heritage



Copenacre, Wiltshire, office building built in about 1959 to accommodate many of the 400 personnel moved from Risley to Copenacre in 1960. © English Heritage

Corsham: Gorse Farm and Rudloe No 2 site

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Gorse Farm and Rudloe No 2 site	
Summary: This is a large irregular piece of land located between Westwells Road and Bradford Road. These roads intersect at the northernmost point of the site. There are several ventilation shafts within the site boundary, serving the Box Tunnel and underground mine workings which lie directly below. The land adjoining Westwells Road, known by its military appellation of 'Rudloe No 2 Site', is developed with offices, accommodation blocks and parking areas. The land adjoining Bradford Road is agricultural and includes Gorse Farm.	
Area: 23.46 hectares	NGR: 384601 E 169141 N
Parish: Box	NMR/HER nos: 1539374
Location: The site is located immediately south of the settlement of Rudloe, between Box (1.4 miles to west) and Corsham (2.8 miles to east).	Street/house number: N/A
Type/period/form: Refer to AMIE records (UI nos 1539269, 1539374)	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets The site is traversed by the line of the Box Tunnel, a notable feature of Brunel's Great Western Railway, and includes one of the tunnel shafts in the woodland behind Gorse Farm. There are also a number of features related to the underground quarry tunnels, including air shafts and lifts.	
Landscape and settlement context: The ground slopes from north to south. Nineteenth-century maps show the site as an undeveloped area of large fields, with two areas of woodland towards the upper end of the site described as 'The Tips Coverts' and an area of mixed woodland at the lower end of the site described as Thorney Pits. This latter woodland appears little altered in present-day mapping. The western of the two coverts also survives largely intact behind Gorse Farm and includes an air shaft to the tunnel below. A small building at the southern edge of this covert, presumably an agricultural shed or barn, first appears in the 1886 map. The 1921 map shows a larger group of buildings which are labelled as Gorse Farm. The layout of the current abandoned farmstead appears little changed from this date. The stone-built farmhouse and the range of farm buildings which extend to the east are	

currently (February 2011) vacant and appear to have been disused for many years. They are shown in AP 26907_008 and 010. In the open field in front of the farmhouse is an open brick air shaft and an isolated asbestos-covered hut, in a derelict condition.

'Rudloe No 2 Site', which is approached via a guardhouse on Westwells Road, is developed with offices, accommodation blocks and parking areas. During the 1940s, the open areas on this site were developed as a hostel site ('Hostel No 2 Site'). A large number of the original hostel buildings remain. The wooded covert shown on historical mapping has been substantially eroded through modern post-war development associated with the military use of the site.

Below ground level, there are a complex of stone mines which were developed following the construction of the Box Tunnel in the 1840s. The mines below Gorse Farm were requisitioned by the War Office in the 1930s (McCamley, 2007). They comprise the following areas: West Lung (an undeveloped area used for ventilation); part of Groundstone Quarry (an undeveloped area used for ventilation); the western part of Spring Quarry (developed as an aircraft engine factory during the Second World War and adapted to house the central Government War Headquarters in the Cold War); and Thorney Pits. The exact locations of these mines are shown in Figure 3 of the characterisation study by Oxford Archaeology (2008).

History and description of the site:

'Hostel Site No 2' at Gorse Farm was constructed in the early 1940s to house a thousand men and was one of nine similar sites constructed in the area to house the workforce for the underground Ministry of Aircraft Production (MAP) factory. It was transferred to RAF by 1943 (McCamley 2007). The Values Study by Oxford Archaeology (2010) describes the development of the Gorse Farm hostel site and other local hostels at page 45, and includes an undated map extract (Figure 7, page 32), showing the survival of about a dozen of the hostel buildings on the southern side of the site. Other hostel buildings survive to the north of the site. Surviving buildings include accommodation blocks, a laundry block, stores and the 'canteen and welfare' building (see Plate 9 of OA Values Study, 2010). Opposite the present guard room, one of the hostel blocks houses St Peter's Church. This had recently fallen out of use prior to the site visit in February 2011, but retained its fixtures and fittings, including painted RAF badges in the window glass.

There are a number of structures which provide access and ventilation to the underground. These are marked in OA's Characterisation Study (Figure 12) as outlet and inlet air shafts, two personnel lifts and a goods lift. The most prominent of these is the air inlet shaft located immediately south of the main guard house. Some of these are clearly protected concrete structures and their design presumably reflects the use of Spring Quarry as the Central Government War HQ during the Cold War (see Oxford Archaeology's reports below). These structures are shown in APs 26906_31, 32, 40.

Assessment of significance

Unlike the below-ground quarry workings, the development of the structures at the surface of this site has been little-documented. In the absence of a detailed site history and survey, it is difficult to be precise about its significance. However, it includes several unusual structures providing ventilation and access to the underground site, which itself is of national importance (as confirmed by Oxford Archaeology's *Values Study*). The

site's development as a hostel site in the 1940s is evidence of the massive social changes brought about by the immigration of labour to supply the underground MAP factory. The post-war history of the site has not yet been investigated and may well reveal significance which is not presently recognised.

References to further sources of information:

MOD Corsham, Wiltshire: Values Study, Oxford Archaeology 2010

Joint Support Unit (JSU), Corsham: A characterisation study of the quarries, their twentieth-century uses and related above-ground infrastructure, Oxford Archaeology November 2008

Aerial photography by English Heritage (Damian Grady), April 2011.

Part B: Recommendations

Recommendations for further recording, research or investigation:

English Heritage recommends recording of the site to inform approaches to its adaptation and development, to be made publicly available through the Wiltshire Historic Environment Record. This should comprise (a) a level 1 survey of the standing buildings and structures and (b) documentary research, including a search for any plans retained by the MOD or in public archives which record the current and historical functions of the various structures, with particular attention to the various access and ventilation structures connected with the underground.

Heritage assets which merit consideration for designation:

English Heritage is not aware of any assets of national significance on the site that merit consideration for statutory designation under current criteria. However, further investigation may reveal heritage assets which are not fully understood and which may require further assessment.

Potential for further management or planning guidance:

Any future proposals for development of the site should clearly identify any existing heritage assets, assess their capacity for retention or adaptation, and be subject to consultation with the local community and other stakeholders. An appropriate level of recording and mitigation could be secured through use of planning conditions.

It should be noted that the underground site is subject to a Heritage Partnership Agreement (in development, May 2011). Although this is unlikely to directly affect the surface structures on the Gorse Farm/Rudloe No 2 site, there may be issues of access and ventilation which need to be taken into account.

Part C: Background information

Date of site visit: 18 February 2011	Attended by: Chris Daniell (DIO), Will Holborow, Wayne Cocroft
Record author: Will Holborow	Date: 17 May 2011
Amended by:	Date:



Gorse Farm, Corsham, Wiltshire, Gorse Farm house is to the centre left, also visible in this field is an air vent for the underground working and a curved asbestos hut. © English Heritage NMR 26907-002



Gorse Farm, Corsham, Wiltshire, Gorse Farm house © English Heritage

Corsham: The Circus, Park Lane

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: The Circus, Park Lane	
Summary: An irregular-shaped piece of pasture bordered and divided by wooded hedgerows. The character of this area has remained essentially unaltered since the nineteenth century, except for the encroachment of 1930s military housing to the north and the loss of sections of hedge lines. The density of historic route ways converging on Pockeredge Farm to the south is a notable feature of this area, and traces may survive as archaeological features. It overlies Tunnel Quarry and just beyond the southern boundary of this area is the Great Western Railway's Box Tunnel.	
Area: 8.634 hectares	NGR: ST 85719 69566 (FCE)
Parish: Corsham	NMR/HER nos: 1538801 – ST 86 NE 54
Location: The site lies to the east of Pockeredge House and the hamlet of Hudswell, and to the west of Pockeredge Farm.	Street/house number:
Type/period/form: Field system/post-mediaeval/field boundary	
Designated heritage assets: There are no historic or natural designations applied to this disposal site. Immediately to the east of this area is Pockeredge Farm, comprising three grade II listed assets: a late-seventeenth-century Farmhouse (UDS 1022098, LBS 315357, Walls and Gate UDS (1022099, LBS 315358) and an eighteenth-century Barn (UDS 1022100, LBS 315359. At its north-west extremity and bordering on to the area is the grade II listed Hudswell House (LBS 315254), and beyond, a row of late-seventeenth-century cottages (UDS 1284018, LBS 315255). Further investigation may reveal heritage assets which are currently buried and which may require further assessment.	
Undesignated heritage assets: The southern edge of this area lies just to the north of Isambard Kingdom Brunel's 1836 Great Western Railway Box Tunnel. This sale is restricted to the land surface and does not include any underground elements. Immediately adjacent to the east of the disposal area is the (undesignated) eastern portal to the tunnel and a later War Department entrance leading to the Second World War underground ammunition depot.	
Landscape and settlement context:	

The land parcel lies on the northern valley crest of a minor unnamed stream that joins the River Avon at Lacock. The fields of the valley side were irregular in plan giving way to more regular enclosure fields on the valley sides. A notable feature of this area was the number of footpaths that converged on Pockeredge Farm, itself seventeenth century in date, although the density of access routes might point to an earlier origin. Three of these routes cross the disposal area, although none appear to be maintained as footpaths.

To the east the cutting of the Great Western Railway London to Bath mainline is registered as a Site of Special Scientific Interest.

History and description of the site:

Historic nineteenth-century mapping shows that the character of this area has altered little in the last two hundred years, and continues to comprise small irregular pasture fields enclosed by hedges. Roughly dividing this land parcel in half is a double row hedgeline that appears to mark an old route way between Pockeredge Farm to the east and the small hamlet of Hudswell to the north. To the north of this route way was an almost parallel hedge line running eastwards from Hudswell House to Pockeredge Farm. This has in part been lost, but may have left archaeological traces. The double hedge line may also have formed the eastern boundary for the grounds of Pockeredge House to the west. Similarly, a boundary to running westwards from Pockeredge farm has been removed, and may also have left archaeological traces.

The 8.6 hectare land parcel (ST 85719 69566 (FCE)) is irregular in shape, comprising pasture apparently bounded by wooded hedgerows. As described above, the character of the field boundaries in this area have remained essentially unchanged since the nineteenth century. In 1836, at the southern end of the area, work began on the Great Western Railway Box Tunnel, which enters the tunnel from an open cutting to the east. Immediately to the north of the mainline tunnel a single tunnel portal leads to Tunnel Quarry, which underlies most of the disposal site. In the late 1930s, a row of officers' married quarters were built to the north along Paddock Lane. There is a single building in the pasture at ST 85719 69566, which is probably a stables. In the northern part of the area is an air-inlet shaft for Tunnel Quarry (ST 85685 60707) and to the south a small unidentified structure at ST 85703 69456.

Assessment of significance:

From a Desk Based Assessment, there are no significant upstanding heritage assets within this land parcel. There may, however, be some archaeological traces of former route ways and boundaries. Recent archaeological excavations about 1km to the east have revealed Romano-British activity and there is a possibility that it extended further westwards.

References to further sources of information:

Oxford Archaeology 2008 *Joint Support Unit (JSU) A characterisation study of the quarries, their twentieth-century defence uses and related above ground infrastructure.*

<http://corsham.thehumanjourney.net/maps.htm>

Part B: Recommendations

Recommendations for further recording, research or investigation:

The presence of Roman burial and settlement remains (NMR 207932, 643406, I352417) to the east might indicate that further remains may lie beneath this land parcel.

Heritage assets which merit consideration for designation:

Following a desk top assessment, English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

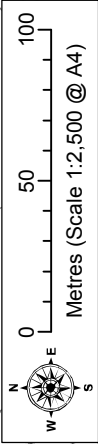
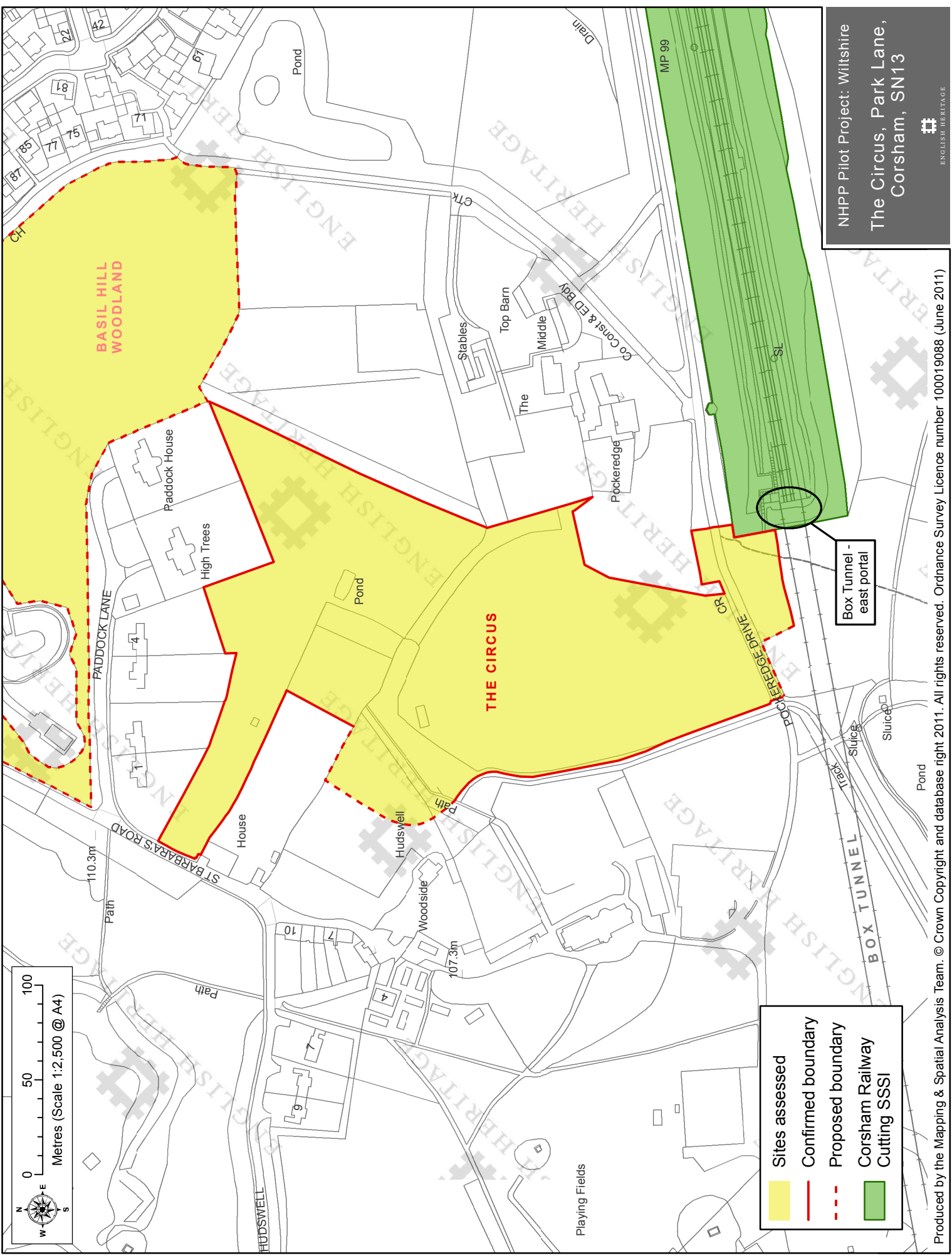
Potential for further management or planning guidance:

Any mine shafts and the underground working beneath this land parcel will be retained by the Ministry of Defence.

If any development is proposed in this area it should be subject to standard local authority historic environment controls.

Part C: Background information

Date of site visit:	Attended by:
Record author: Wayne Cocroft	Date: 18 April 2011
Amended by: Wayne Cocroft	Date: 26 May 2011



- Sites assessed
- Confirmed boundary
- Proposed boundary
- Corsham Railway Cutting SSSI

Box Tunnel - east portal

NHPP Pilot Project: Wiltshire
 The Circus, Park Lane,
 Corsham, SN13



Corsham: Wood-covered spoil heap

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Wood-covered spoil heap	
Summary: This is an irregular piece of land located to the south of Rudloe No 2 site	
Area: 4.4 hectares	NGR: 384909 E 168633 N
Parish: Box	NMR/HER nos: 1539496
Location: near Westwells, about three miles west of Corsham.	Street/house number: N/A
Type/period/form: Spoil heap/post late 1930s/earthwork	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets None known.	
Landscape and settlement context: Historical mapping shows the site lying in an area of predominantly open farmland, interspersed with areas of woodland. Round Wood, to the south, is shown on OS maps going back to the 1880s. There are many old underground quarries in the area, including Sands Quarry just to the east, but the majority of the site does not overlie any workings.	
History and description of the site: OS maps of the 1880s and 1920s show the site as an area of undeveloped farmland, adjoining Round Wood to the south and partially overlapping an area of woodland described as 'Old Pits' to the north. The site is shown as a spoil heap on current mapping. It is not known when the spoil heap was created, but it is possible that this is associated with the work carried out by the Royal Engineers in the late 1930s to create the nearby Central Ammunition Depot, which involved the removal of two million tons of stone debris. Oxford Archaeology's Characterisation Study (Figure 12) shows that during the 1940s, the site was surrounded by several hostel sites: No 3 to the west, No 2 to the north and No 1 to the east. However, there was no hostel development on the site itself. Immediately to the north is an area which appears as a test plant in the 1940s. It is currently undergoing development, as revealed in aerial photographs taken in April 2011. A goods lift is shown close to the northern edge of the spoil heap. There is a rifle range on the north side of the spoil heap (shown clearly on AP 26906-039), but this has been specifically excluded from the area for disposal on e-PIMS.	

Assessment of significance

The site is unlikely to be of historical significance given its use as a spoil heap.

References to further sources of information:

Aerial photography by English Heritage (Damian Grady), April 2011. The site is clearly shown on AP 26906_028

Part B: Recommendations**Recommendations for further recording, research or investigation:**

A site visit would be required to reveal further information about the ground topography and the character of the woodland.

Heritage assets which merit consideration for designation:

English Heritage is not aware of any assets on the site that merit consideration for statutory designation under current criteria.

Potential for further management or planning guidance:

None.

Part C: Background information

Date of site visit: Not visited.	Attended by:
Record author: Will Holborow	Date: 16 May 2011
Amended by:	Date:

Laverstock: Partridge Way, Old Sarum, Playing Fields

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Playing Fields, Partridge Way, Old Sarum It is understood that this site has now been sold by the MoD.	
Summary: This site was developed as a playing field with pavilions between 1926 and 1939 for use by RAF Old Sarum, on the north side of the Roman Portway. It has been subject to considerable change since that date, but archaeological evidence in the vicinity suggests that it has potential for the recovery of medieval and earlier finds.	
Area: 0.005 hectares	NGR: SU 15005 33814
Parish: Laverstock	NMR/HER nos: 1538833
Location: Edge of settlement, north of Old Sarum airfield and about 1.3 km north-east of Old Sarum itself.	Street/house number: Partridge Way, Old Sarum
Type/period/form: Playing field/twentieth century	
Designated heritage assets None on the site, but opposite Partridge Way on the other (south) side of the Road are some listed buildings relating to the airfield (Old Sarum Airfield). In closest proximity is the grade II listed Station HQ of 1935 (now TA HQ): UDS 1391603, LB 495995. Set back from the road are some First World War buildings: grade II workshops (UDS 1391602, LB 495994) and three First World War aircraft hangars grade II* (UDS 1355710, LB 319557).	
Undesignated heritage assets and other environmental designations None on the site. However, in the field to the west of the plot indicated there is a cropmark complex of three round barrows, including a possible twin barrow seen on aerial photos (AMIE monument record 218524). An excavation carried out in 2006 on this site (at about SU14930 33540) found three Bronze Age round barrows with large ring ditches, with a middle/late Bronze Age trackway and a crouched inhumation and several un-urned inhumations, as well as a small cremation cemetery (event UID 1514059). Without further investigation into the data it is not clear whether these are the same barrows recorded in the monument record or an additional group, but it is likely that they are the same.	
Landscape and settlement context: Prior to 1926, the site now occupied by the playing field, the football ground to its east and housing to its south, was a field. The inter-war buildings to the south were demolished and replaced by a housing development of c1990 with cul-de-sacs off Partridge Way with Old Sarum airfield on the other (south-east) side of the road. This	

road is the Roman Portway. The rectilinear form of the plot is echoed by adjoining plots to the east and west, and the mix of regular and wavy boundaries to all the fields in this area reflects the piecemeal enclosure and reorganisation of arable fields and downland from the medieval period. There is also abundant evidence in the landscape within and around these enclosures for land use and settlement dating from the Bronze Age. Old Sarum Airfield, uniquely for any of the key surviving sites with suites of hangars and other technical buildings of the period up to 1918, retains its grass flying field. Its position close to Salisbury Plain also gives it an association with three key sites in the development of military aviation: Larkhill, Upavon and Netheravon.

History and description of the site:

The site, together with the football ground to the east and the housing to the south, was developed between the 1926 and 1939 OS maps. Whilst this whole area has retained these functional distinctions, it has been reordered and transformed.

Assessment of significance

The site has no special historic significance, but as recreational land it clearly has great significance to the local community and it adjoins farmland. Given its wider context as outlined above it has some potential for buried archaeological remains.

References to further sources of information:

Designated and recorded sites on the NMR.

There was a watching brief on topsoil stripping for the adjacent football ground in 1995 (event /activity ref no 1332524: Wessex report 5000a) and also in 2003 nearby at SU 15100 33633 (event UID 1520115) and in 2006 at nearby West Side Close (also by Wessex). None recorded any significant archaeology, other than fragments in the latter simply indicative of medieval and earlier land use and settlement (a medieval sherd, a burnt flint and a post hole of unknown date).

Part B: Recommendations

Recommendations for further recording, research or investigation:

If there is development around this site, there needs to be very careful consideration of the potential to recover information relating to medieval and earlier land and possibly ritual use.

Heritage assets which merit consideration for designation:

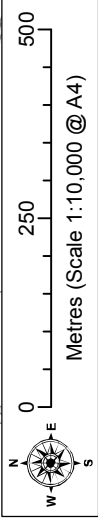
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria. However, future investigation may highlight new claims to significance which will have to be assessed.

Potential for further management or planning guidance:

None other than the need for recording as outlined above.

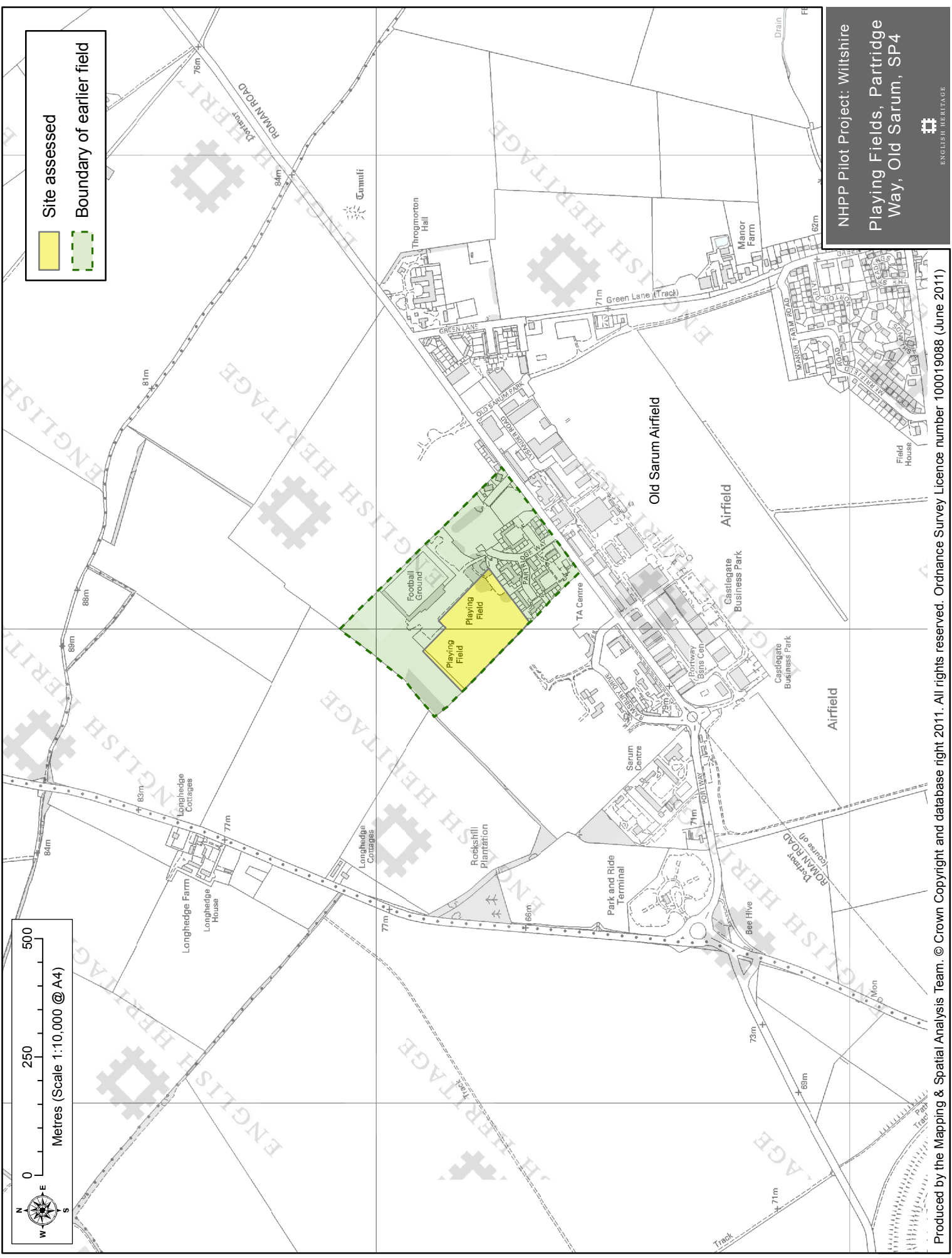
Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 13 May 2011 27 May 2011



Site assessed

Boundary of earlier field



NHPP Pilot Project: Wiltshire
 Playing Fields, Partridge
 Way, Old Sarum, SP4





Playing Fields, Partridge Way, playing field, Old Sarum. © English Heritage

RAF Lyneham

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: RAF Lyneham	
Summary: RAF Lyneham originated in 1938-40 as a central hub of hangars and technical buildings, with temporary barracks, and an airfield ringed by dispersed hangars into the principal transport base of the post-1945 RAF. The size of the concrete hangar aprons, the associated terminal and other buildings testify to the historic importance of Lyneham in transporting troops for overseas service and for disaster relief to the present day. Lyneham developed into the RAF's principal transport base, and was built on farmland that served the communities of Bradenstoke, Lyneham and part of a medieval manorial site and former priory. It was selected as the site for a Maintenance Unit in 1938, and temporary barracks and a mix of permanent and temporary technical buildings developed behind a crescent of hangars and within a rectilinear road network: aircraft storage hangars were also dispersed around the perimeter of the grass-surfaced landing ground. From 1943 Lyneham developed as one of the RAF's key transport bases, with hard runways and from the late 1940s with an avenue extending east to a new main entrance around which new married quarters were built. Airmen's barracks were built in two phases from 1949 north of the avenue. From the 1950s the development of the base reflected the increased strategic importance of the ability to rapidly deploy forces by air rather than by ship. A major milestone in this respect was the introduction of the Comet aircraft (the world's first jet aircraft to provide a passenger service) in 1956, associated with the construction of a new officers' mess, an avionics centre and a terminal building with an expanded hangar and parking apron. Further changes, in particular the development of a Quick Reaction Area to the south of the airfield, followed Lyneham's selection in the late 1950s as one of a number of bases for the dispersed deployment of the V-bomber nuclear deterrent. Since the late 1960s the base has been synonymous with the Hercules transport aircraft.	
Area: (Hectares) Main Site 460 hectares Dispatch site (B) to south east 8.45 hectares	NGR: Large site – SU0277 6488 (Main), 6847 (Dispatch)
Parish: Lyneham and Bradenstoke	NMR/HER Nos: 1402483
Location: East of Lyneham village and South of Bradenstoke village.	Street/House number:
Type/Period/Form: Airfield/Second World War/Extant building Airfield/late C20th/Extant building	

Airfield/C21st/Extant building

Designated heritage assets (see note 1):

Historic: No designations, and evaluated c 1999 as part of the pre-1945 Thematic Listing Survey of Military Airfields when it was known that the J hangars and other buildings were being reconditioned.

Bordering the site to the north west is Bradenstoke Priory and Fishponds and the associated motte and earthworks at Clack Mount (UDS 1010807, Scheduled Monument 19041), which appears to extend into an adjacent area of hardstanding on the edge of the former airfield that is not scheduled. Bradenstock Abbey Farmhouse, dated 1780, is listed grade II: it retains features reused material from the priory.

There are various listed buildings in the surrounding areas of Lyneham and Bradenstoke including the medieval Church of St Michael which is adjacent to the main eastern entrance and has been used as the RAF chapel serving the airbase (LB 316747).

Environmental: The southern and western edge of the former airfield is bordered by small areas of designated ancient woodland.

Undesignated heritage assets and other environmental designations (see note 2):

None

Close to the main entrance there is a recently-placed memorial plaque and associated planting commemorating the Berlin Airlift.

Landscape and Settlement Context:

Lyneham's position in the west of England close to other training, storage and maintenance bases underpinned its selection in 1937 and the subsequent purchase by the Air Ministry of Cranley Farm and the medieval moated manor at Lyneham Court. The changes wrought by the airfield on the landscape and communities of Lyneham and Bradenstoke, which had developed since the medieval period as separate communities, was documented by a local resident E.M. Hillier (1978).

Sites associated with the RAF Lyneham site

The married quarters' housing, which is now in private use, dates from after 1949. The WAAF accommodation and Mess Hall were in Lyneham village, to the east of the main camp, where Pound Close and St Michael's Court now stand. Lillybrook Estate also occupies the site of a WWII hutted camp.

Landscape and settlement around the RAF Lyneham site

To the north and east of the former airfield are the medieval settlements of Bradenstoke and Lyneham, both of which expanded over the 19th century. To the north west is Bradenstoke Priory and Fishponds. To the south is a distinctive common-edge settlement (New Zealand) with a mix of small-scale 19th century houses.

The levelling and construction of the airbase removed earlier boundaries. Surveys undertaken previously indicate that there are no remaining artifacts remaining in situ from the moated medieval site of Lyneham Court (AMIE number 216341) which was on the site of the former aircraft servicing platform.

There are legible traces of earlier land use and settlement within and adjacent to the site that are broadly representative of historic character of the Avon Vales in North Wiltshire:

- Rural settlement comprises a mix of small villages and hamlets with isolated farmsteads of various scales, set in landscapes resulting from the colonisation of woodland in the medieval period or the piecemeal enclosure of open fields. Away from the steep slopes where ancient woodland is concentrated, there has been much post-1950 loss of field boundaries.

and adjacent to the site:

- Earthwork remains of medieval settlements and associated field systems.
- Many medieval estates and manors, that continued to prosper and be consolidated from the 16th century - often benefitting from the area's importance as a major centre of broadcloth production from the late 14th century.

To the south and west of the site there are numerous farmsteads adjacent to the southern border of main site and former RAF Lyneham Dispatch (B) Site. These farmsteads are sited with landscapes that had largely been enclosed from woodland by the 14th century, and which also retain archaeological evidence for settlement desertion and shrinkage in the 14th-17th century (eg the scheduled monument 31647 c.950m south-east of the RAF Lyneham site and immediately north west of Upper Littlecote Farm.

The southern and western edge of the main RAF Lyneham site is bordered by small areas of designated 'ancient woodland'. Going anti-clockwise these are: Horseleys Wood, Round Wood; Melsome Wood, Avon Grove Wood (which extends into the main RAF Lyneham site) and Catcombe Wood, and a little further from the site: Haygrove Wood, Beacon Hill Brow, The Strings and Ashen Copse.

History and description of the site:

The key phases in its development are:

The Expansion Period Base and the Second World War

The RAF Lyneham site differs from most the airfields planned and built in the period up to 1938 in that the initial phase of construction in permanent materials was confined to the hangars and key technical buildings. The central technical site, with its modified J-type hangars and workshops, was built to serve the Maintenance Unit for the storage, and testing of aircraft before they were sent to front-line units. The clutches of hangars around the former airfield date from its initial selection as an Aircraft Storage Unit for the storage of reserve aircraft. This was one of 24 such sites planned and built from 1936 to 1940 for the storage of vital reserve aircraft for delivery to frontline bases in Britain and overseas. Until the late 1940s the key entrance to the site was from the north, past a group of temporary barracks. The mess and wartime WAAFs accommodation was sited in Lyneham village.

The original grass landing ground lay to the south-west of the technical site. It became a dispersal area after hard-surfaced runways – later extended - were built to the west in 1940 and 1941 (all shown on an aerial photo of September 1943). This facilitated the growth of the base as the principal station of Transport Command, founded in March

1943, and work commenced on the completion of General Aviation Hamilcar Gliders (for carrying light tanks), used for D-Day in June 1944 and subsequent operations (especially the crossing of the Rhine). Aircraft from Lyneham also undertook diplomatic missions, including visits by Winston Churchill to Cairo and Moscow.

The late 1940s to 1967

Along with Upavon and other bases in the area, RAF Lyneham played an important role in delivering freight in the Berlin Airlift and in the 1950s the transport of troops to and from the conflicts in Korea (via Japan), Kenya and Suez. This developing role was initially reflected in the reroofing and upgrading of the temporary barracks and the eastwards expansion of the site. Asbestos-clad and flat-roofed barracks were built to the north of an avenue that extending to a new eastern entrance, around which developed married quarters which conformed to the standard designs established in the post-1934 expansion of the RAF.

The next round of development followed the arrival in 1956 of Comet passenger jets and their trained crews from the de Havilland factory at Hatfield. The Comet marked a fundamental shift in the deployment of British troops overseas, replacing the centuries-old need for troop ships and ports for embarkation, and the more recent slow air transport by propeller-driven aircraft like the Handley-Page Hastings. Associated with this phase of construction was the extension of the 1938 workshops and the construction of a new officers' mess, avionics centre and terminal building, with operational headquarters. The introduction in the early 1960s of Comet C4's doubled the capacity of each aircraft and extended their global range, and changes to the site infrastructure reflect the high volume of aircraft operating services to Europe and the Empire. The runway was further extended to the south-east and north-east, the latter involving the demolition of two ASU hangars to the north next to the former main entrance, and a new taxiway connecting the extended north-east end of the runway to the hangar apron. The hangar apron had been further extended towards and in front of the terminal building, and a large parking area was also built to its south. Passenger services were finally moved to RAF Brize Norton after the rationalisation of Transport Command that commenced in 1967.

This significant new role as the gateway to the British Empire was from 1958 joined by its selection as one of 18 stations for the dispersal of the RAF's V-bomber nuclear deterrent force. The dispersal area for four fully armed 'V-Force' aircraft and its associated hutments was built to the south of the airfield, and the runways were extended in association with the construction of the hardstandings for the V bombers.

1967 to the present

The next key phase commenced in 1967, with the selection of Lyneham and Fairford as the RAF bases for the new Lockheed Hercules, which coincided with the closure of the Maintenance Unit, the end of Transport Command and the selection of the station for the new strategic and tactical role delivered by Air Support Command. This immediately played a key role in the evacuation of troops from Aden and other relief and military operations including the evacuation of over 8000 people from Cyprus in 1974. It played a major role in the Falklands conflict, and most recently and famously in the repatriation of the fallen to the UK from Iraq and Afghanistan, in which the local town of Wootton Bassett has played a celebrated role. This entire phase since 1967 was associated with the extension of the hangar aprons, the reconditioning of the hangars

and many of the technical buildings and the building of new airmen's accommodation in 1992. In September 2011 flying ceased at the site with the transfer of most of its former functions to RAF Brize Norton. At the time of writing investigations are continuing into the future use of the site for Defence Technical Training. A tri-service gate guardian is being considered for the site. The current intention is that the Dakota gate guardian will move to RAF Brize Norton as part of the associated move of the Air Dispatch Unit. Consideration is also being given to the removal of the nearby Comet in order to allow its better preservation.

Site Character

The site subdivides into a number of areas:

1) The 1949-1990s barracks and offices to the north of the avenue, comprising flat-roofed barracks 1949-52 along the road, hip-roofed barracks to their north of the early-mid 1960s (shown on aerial photographs of June 1967) and a group of brick hip-roofed barracks of c1999 to their north-west.

2) The late 1950s and later buildings to the south of the avenue, notably the Officers' Mess (Building 311) of 1956-65, with an extruded concrete-panel central entrance bay, and the area to the west of its car park, including the modest Berlin Airlift memorial and the avenue of lime trees (a reference to the *linden* of Berlin) which was unveiled in the 1980's.

The exceptionally large scale of the Officers' Mess and its flanking accommodation is clearly associated with the large numbers of officer pilots required to fly Comets and other aircraft out of Lyneham from the late 1950s. There was no pre-existing officers' mess of the late 1930s at Lyneham that was capable of enlargement or adaptation. Aerial photographs show that it was built between 1956 and 1965. The extruded concrete-panel central entrance is an unusual feature that clearly signifies the date of the building, but the building is otherwise a large-scale version of a plan form that dates from the 1923 expansion of the RAF – a central mess hall and reception rooms, flanked by accommodation blocks. The dining room has panelled walls and a balcony accessed from the stair hall, and the reception rooms are provided with coved cornice, glass-fronted bookcases and open fireplaces – all stock features of post-1934 Expansion Period mess buildings, but sitting clearly within a design aesthetic of the 1950s.

3) The hangar and technical buildings hub. The hangars, including the eastern terminal building, face onto extensive concrete aprons that were massively extended eastwards towards the new terminal between 1956 and 1967. The technical buildings are built within a grid layout of routeways dating from 1938-40, originally accessed from the north but since c1949 from the main eastern entrance and avenue. They include:

- Some brick-built workshops and other buildings of 1938-40, mostly heavily adapted (including with uPVC windows) since.
- Post-1950 buildings in a range of scales.
- The main hangars around the central hub of the base. The rolled steel framing of the J-type hangars projects over their flanking annexes: the framing is strengthened to take overhead travellers for the hoisting and repair of aircraft parts. The hangars were modified from the 1950s to accommodate the tall tail fins of the Comet and Britannia troop transports, and then c1999 with removable nose-docks following the introduction of a longer version of the

Hercules – the C130-J (C4) aircraft.

- The distinctive terminal building (see Significance below) which is attached to the repair hangar (shown in 1940 aerial photographs) and lies to the south-east. It was erected in 1959 as a terminal and operational headquarters to enable the deployment of British troops and other service personnel for service overseas. The Air Ministry Drawing No. H&V53/59C, dated 8/1/1959, is for the 'Proposed Passenger / Freight Handling and Operational HQ Building ...'. The Architects are listed as 'Ernest J Thomas Jolly & Grant Chartered Architects and Surveyors 26 Kent Road Southsea, Hants'. A variation plan dated 18/10/60 indicates that the building had been built by then as it includes 'original pipework'. This is a little-known Southsea-based partnership, which was responsible for Coronation House in Portsmouth and various factories and factories.¹
- The workshops (Building 99) of c1938 which were extended c1959 after the introduction of Comet aircraft. This is a standard post-1934 Expansion Period workshop, with a machine shop sited between two wings containing airframe and engine repair workshops. The tall additional bays were built in or soon after 1959 (one traveller crane is dated 1959), and the wartime camouflage clearly ends with the straight joints that separate these extensions from the c1938 workshops.
- The decontamination annexe (Building 96) of c1938, which is an externally complete example of Expansion Period architecture built in response to the widespread fear of gas attack, but with its interior features removed following conversion into offices.
- A rare surviving (but *ex situ*) Super Robins hangar (Building 80) of c1940, built for the storage of fighter aircraft. These were commonly built on the perimeter of ASU sites and this example is now located to the east of the hangars.
- The temporary barracks of 1938-40 (Buildings 7-43), amended after 1945 with new gable ends, roofing (the so-called 'Big Six' sheeting), new windows and improved ablutions. In the open ground to their north are nine 'Stanton' air raid shelters with a combined capacity of 450 for a complement of 430 in the huts.
- The Avionics Building (Building 324), which was originally built in association with the Comet programme but mostly dates from an extension and rebuilding of the early 1970s.

4) The airfield, originally provided with parabolic-roofed perimeter hangars for the dispersal of stored aircraft against aerial attack. Its runways and hardstandings were built and adapted for wartime aircraft in 1941-5 as well as the Comet and V-bomber programmes. Sited off the perimeter track are a single remaining ASU hangar to the north, two to the south-west (with 1950s-90s buildings) and the V-bomber Quick Reaction Alert dispersal area to the south which adjoins two paired ASU hangars.

5) The separate Dispatch site (B) to the south-east, with three Lamella hangars.

¹ Electrical Review, 1947, p. 458. See

<http://books.google.co.uk/books?id=MihOAAAAMAAJ&q=coronation+house+portsmouth+ernest+j+Thomas&dq=coronation+house+portsmouth+ernest+j+Thomas&hl=en>

Electrical Times, 1961, p. 361. See

<http://books.google.co.uk/books?id=vW8nAAAAMAAJ&q=%22Thomas+Jolly+and+Grant%22&dq=%22Thomas+Jolly+and+Grant%22&hl=en>

Both accessed 20 November 2011.

Assessment of significance (see note 3):

Lyneham was not selected for designation during the thematic survey of pre-1945 military aviation sites and structures, as it was not identified as an exceptionally well-preserved example of a historic airfield of its date or type.

- Like many sites of this date which were retained in use by the RAF after 1945, North Lyneham has been subject to successive phases of rebuilding and new construction. The J- and K-type hangars around the central hub provide examples of around 84 such hangars which were built in the UK in 1939-40, and were reconditioned in around 1999. The parabolic-roofed hangars around the perimeter of the airfield comprised the Air Ministry's most advanced hangar designs, as used on the 24 Aircraft Storage Unit sites. They relate to contemporary experimentation elsewhere in Europe. However, they do not survive as a fully representative or complete set, as exist at Kemble (now listed and in active use as a business park and flying field) or a group relating to an airbase of national architectural importance such as those within the conservation area at Hullavington.
- During the Second World War Britain's entire layout of military airfields was involved in the war effort, and neither the site nor individual buildings display strong individual associations with key events such as the Battle of Britain, the Battle of the Atlantic and the Strategic Bomber Offensive.

Historical

Lyneham's historic significance results from a combination of historic roles which stand out in a national context:

- In the Second World War it played a significant role in the growing importance of military transport for support and deployment of troops to theatre, including glider-borne forces for Operation Overlord and subsequent campaigns.
- It served as one of a number of bases from the late 1950s to 1960s for the dispersed deployment of the V-bomber nuclear deterrent.
- Its expansion early in the Cold War resulted from a fundamental shift in the way that troops were deployed for foreign service, by air rather than overseas. The de Havilland Comet aircraft, the world's first passenger jet introduced in 1956, was adapted for the transport of troops by air: this broke the centuries-old tradition of transport by ship, which prompted the development of army barracks close to the naval dockyards. Lyneham was selected as the major British base in this respect, later joined by other bases such as Brize Norton. Lyneham has been associated virtually all of the UK's overseas deployments since 1945, including the Berlin Airlift, Korea, Kenya, Suez, a variety of relief operations, The Falklands, the Gulf Wars and Afghanistan.

Base Planning

The most distinctive features of the site are:

- The airfield which was built and adapted for wartime aircraft in 1941-5 as well as the Comet and V-bomber programmes.
- The central hub with its outer rim of hangars, terminal and hardstandings, which in their scale express RAF Lyneham's development as a global military transport hub.

- The relationship of buildings to the straight avenue which extends to the east entrance, and the scale of the Officers' Mess and its associated gardens to the south.

The terminal

The terminal (Building 85) is the most significant individual structure on the site. It makes effective use of modular construction to create a streamlined appearance typical of terminal buildings. It is marked by a curved tower inspired by the 'Skylon' which was an abiding emblem of the 1951 Festival of Britain. It was planned with an arrivals hall to the west and a departures hall to the east, which both flank entrances onto the hangar apron and two central offices (including a Customs Rest Room) with a customs hall to the rear.

The façade and tower are the principal surviving elements of the terminal which has otherwise been altered from its 1959 design. Projecting entrance lobbies have been demolished (to the west) and absorbed within later additions (to the east). The projecting entrance canopy has been removed along with the entrances. Only two interior spaces survive in legible form – the departures hall with a part-glazed rear screen, and the top-lit customs hall.

In terms of architectural and historic importance:

1. *The terminal marks a major development in the deployment of British forces overseas.* The terminal was required to enable the efficient movement of troops onto aircraft. There are no known comparable buildings of this type in Europe, although the focus of co-ordinated research has been on sites pre-dating 1939.² The deployment of troops from the United States would have required similar buildings, but no study of similar Cold War US air transport bases has been undertaken by the US National Parks or any other body.
2. *No terminal buildings of the 1950s-60s survive elsewhere in England or the UK,* the obvious international comparisons being Eero Saarinen's Trans World Air Flight Center of 1963 at New York's JFK Airport (a registered landmark) and Henri Vicariot's restored Paris Orly terminal of 1954-60, which also had a glazed façade that enabled views of parked and moving aircraft. The development of airport terminals in the 1950s-60s marked a linear progression from inter-war antecedents. The layout, with the central entrance, rear customs hall and flanking arrivals and departures halls, is likewise derived from inter-war civil aviation precedents. The modular steel-frame construction is superficially similar to the late 1930s terminal buildings by Henning and Chitty at Ipswich (listed grade II) and Exeter (much altered, unlisted), the only comparable terminal building of the 1950s-early '60s being at Heathrow (demolished). The terminal at Burtonwood, one of the main entry points into the UK for US forces, has been demolished: EH is not aware of other terminal buildings at bases such as Mildenhall. The Comet programme was a significant development in post-war aviation: the flight test hangar at the de Havilland works in Hatfield (now listed grade II*) was the largest aluminium-framed building in the world when built in

² The Europe de l'Air project in which English Heritage's Listing Team took part in 1999-2001, published as Hawkins, B., Lechner, G. and Smith, P., eds. (2005) *Historic Airports. Proceedings of the International 'L'Europe de l'Air' Conferences on Aviation Architecture.* London: English Heritage.

1952.

References to further sources of information:

Aerial Photographs of April 2011, in National Monuments Record, Swindon

Bowyer, M.J.F. *Action Stations 6: Military Airfields of the Cotswolds and the Central Midlands*, Cambridge: (1983), pp. 201-5.

'Parishes: Lyneham', *A History of the County of Wiltshire: Volume 9* (1970), pp. 90-104. URL: <http://www.british-history.ac.uk/report.aspx?compid=66542&strquery=lyneham>

Hillier, E.M. (1978) *Reminiscences of Lyneham 1900 -1940*, privately published

See Defence Estates *Hangar Maintenance Guides*, produced c2001, for guidance on J and K-type hangars

English Heritage Thematic Listing Programme (May 2003): *Survey of Military Aviation Sites and Structures Summary Report*.

There is a good summary of the site on the official RAF website:

<http://www.raf.mod.uk/raflyneham/>

Aerial Photographs of 2011 in the National Monuments Record (NMR), Swindon

Historic Aerial Photographs in the National Monuments Record (NMR), Swindon

1940 and 1943 (being catalogued)

RAF/58/901/V/5036-43/ 24 JUN 1952

RAF/540/1789/37/ 25 Jan 1956

RAF/543/1028/F21/272-4/ 19 AUG 1960

RAF/543/1028/F22/273-5/ 19 AUG 1960

RAF/543/3859/ F21/99-100, 363-4/ 13 JUN 1967

Photographs in Property Services Agency Collection, NMR Swindon

P/G11916 WI. LYNEHAM RAF.

16 08 1967 B

P/G30397 WI. LYNEHAM RAF.

07 06 1990 C

P/G17626 WI. LYNEHAM RAF. ADMINISTRATIVE HQ. WING

06 12 1971 B

P/G17627 WI. LYNEHAM RAF. ADMINISTRATIVE HQ. WING

06 12 1971 C

P/G11873 WI. LYNEHAM RAF. CI 30 HARDSTANDING

14 07 1967 B

P/G12033 WI. LYNEHAM RAF. FLIGHT SIMULATOR

09 11 1967 B

P/G19364 WI. LYNEHAM RAF. FUEL INSTALLATION

02 07 1973 B

P/G13826 WI. LYNEHAM RAF. MPBW. PERSONNEL

26 01 1970 B

P/G12034 WI. LYNEHAM RAF. MQ.

10 11 1967 B

P/G28666 WI. LYNEHAM RAF. NEW BARRACK BLOCKS

03 04 1986 C

P/G29683 WI. LYNEHAM RAF. NEW SINGLE SERVICEMENS ACCOMMODATION

22 06 1988 C

P/G22297 WI. LYNEHAM RAF. RESURFACING OF AIRFIELD PAVEMENTS

29 04 1976 B

P/G29553 WI. LYNEHAM RAF. ROUTE OF WATERMAIN

18 01 1988 C

Part B: Recommendations

Recommendations for further recording, research or investigation:

There should be historical records and inventories of structures developed prior to 1970 and of archaeological assets remaining if they are likely to be adversely affected prior to any significant intrusive developments / demolitions (see below).

A photographic record of the sections of the site being developed, including illustrative interior views and shots of construction details.

If building drawings and site plans remain on the premises these should be evaluated and sample deposited in a publicly accessible archive.

The remains of Bradenstoke Priory (Scheduled Ancient Monument) also extend to the edge of the airfield and lie outside the MoD boundary, but they require assessment in order to confirm that the existing boundary of the SAM is correct. It was agreed at the meeting that DIO would liaise with the Bristol office over this site.

Heritage assets which merit consideration for designation:

English Heritage's Designation Department has (April 2012) assessed the following buildings and considers that they do not merit national designation:

- The mess of c1956-65
- The terminal building
- The large workshop buildings, namely Building 99 (c1938, extended with overhead traveller bays early in Second World War) and Building 324 (The Comet workshops).

The remains of Bradenstoke Priory (Scheduled Ancient Monument) probably extend into the edge of the former airfield and need careful assessment if works are considered for that area.

Potential for further management or planning guidance:

Any approach to the future development of RAF Lyneham will need to take account of its great meaning and resonance for the general public, as a result of its recent history in particular.

Any approach to masterplanning should highlight key issues posed by the historic character of the whole site, those sections of the site being considered for development, and their relationship to the surrounding landscape and settlements. Consideration should be given to the retention and reuse of the key buildings, in particular the main hangars, the workshops, the Officers' Mess and the terminal. The latter – and in particular its façade and tower - is a unique example of a military terminal which also relates to a significant period in the development of civil aviation.

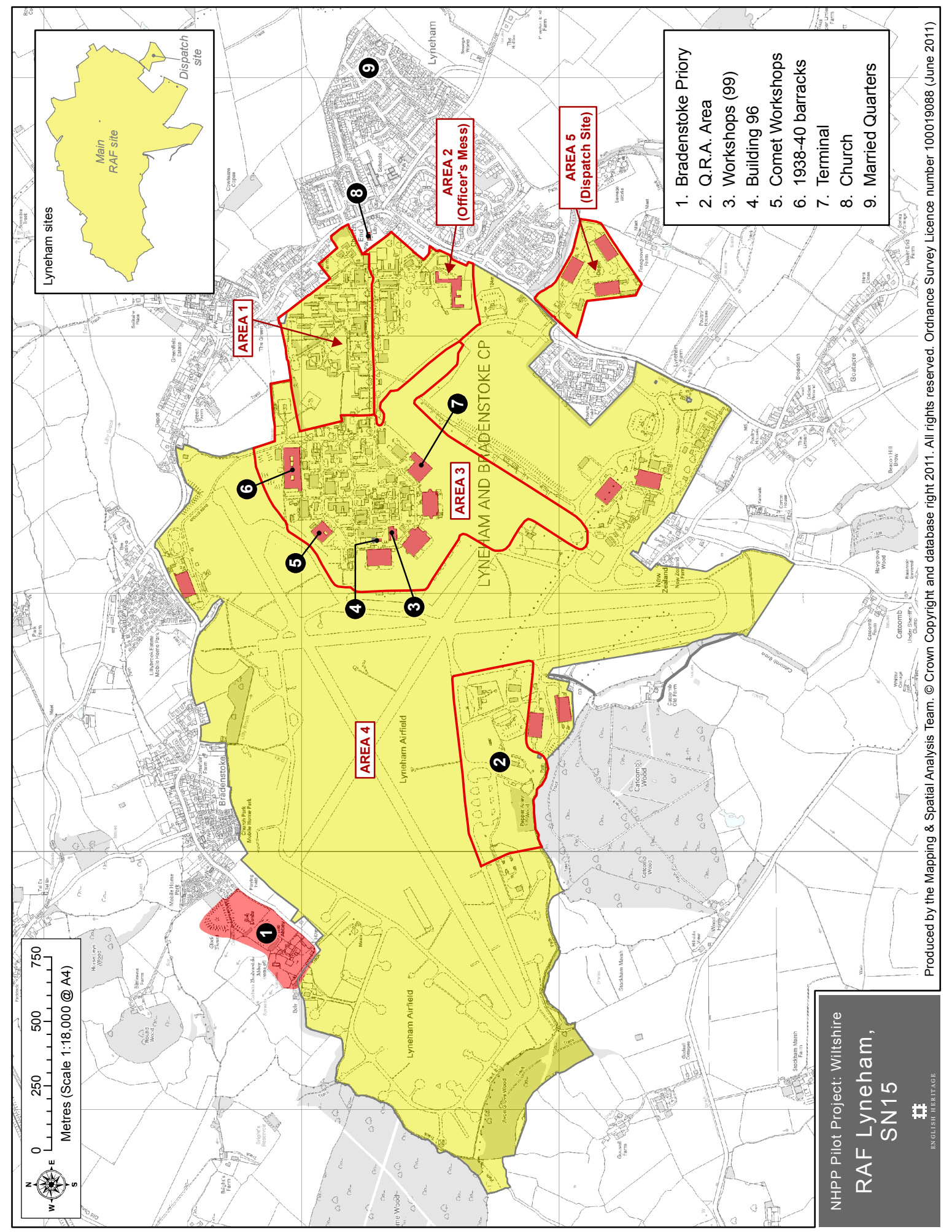
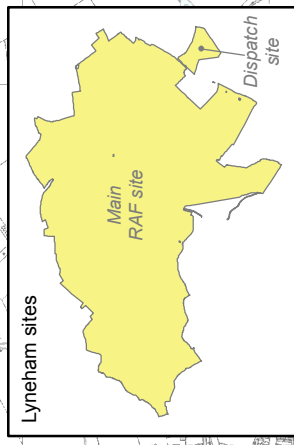
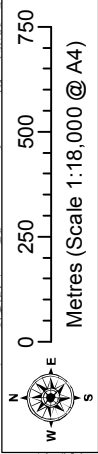
Aldon Ferguson, in liaison with EH, has prepared a short report on the historical development of the site and a photographic record of the barracks buildings. This will also help set a brief for appropriate levels of more detailed recording and consultation of the available documents in the National Archives, Kew.

Site drawings remaining on the site will be retained and evaluated prior to any proposal for their disposal with a sample deposited in a publicly accessible archive.

Any heritage reports should be made publicly available through the local Historic Environment Record and the National Monuments Record.

Part C: Background information

Date(s) of site visits(s): 31 March 2011	Attended by: W Cocroft, J Lake, RJC Thomas, R Bowdler, Isla Macneal
Record author: J Lake	Date: 6 April 2011
Amended by: J Lake RJC Thomas J Lake	Date: 4 May 2011 18 May 2011 20 May 2011 21 May 2011 27 May 2011 14 November 2011 6 May 2012 17 June 2012



- 1. Braddestoke Priory
- 2. Q.R.A. Area
- 3. Workshops (99)
- 4. Building 96
- 5. Comet Workshops
- 6. 1938-40 barracks
- 7. Terminal
- 8. Church
- 9. Married Quarters

NHPP Pilot Project, Wiltshire
RAF Lyneham,
SN15
 # ENGLISH HERITAGE



RAF Lyneham, Wiltshire. © English Heritage NMR 26917-001



RAF Lyneham, Wiltshire. Late 1930s workshops, note the traces of wartime camouflage paint. © English Heritage



RAF Lyneham, Wiltshire, barrack blocks probably refurbished during the 1950s. © English Heritage



RAF Lyneham, Wiltshire, late 1950s avionics building, this was probably built to coincide with the introduction of the Comet airliner. © English Heritage

Netheravon Station (formerly RAF Netheravon)

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Netheravon Station (formerly RAF Netheravon)	
Summary: The former RAF station at Netheravon is a key site in the history of British military aviation. Begun in 1912, it is the most complete of the sites that date from the crucial formative phase in the development of military aviation in Europe, which occurred prior to the First World War. The domestic site retains a remarkably well-preserved group of single-storey barracks and mess buildings dating from 1913-14. The grass airfield remains intact, is significant as a rare surviving habitat for fauna and flora in Salisbury Plain, and also retains earthworks and other features of medieval and earlier (mostly prehistoric) date that extend into the surrounding fields and downland.	
Area: not known.	NGR: SU155 487 Sheet SU 15 48
Parish: Figheldean	NMR/HER nos: 1406569
Location: to the east of Netheravon village in an open upland area, part of Salisbury Plain Training Area.	Street/house number: N/A
Type/period/form: Military airfield/structure period/early twentieth century onwards (1913-) Barracks/extant building period/early twentieth century 1913-14 Officers mess/extant building/early twentieth century 1913-14 Sergeants mess/extant building/early twentieth century 1913-14 Airmens institute/extant building/early twentieth century 1913-14	
Designated heritage assets: Officers' Mess and quarters, designed 1913 build completed 1914. Grade II*. UDS 1284240, LB 321483 Buildings Nos 15 & 17, offices and stores, 1913. Grade II. UDS 1391476, LB 495422 Building No 19 Sergeants' Mess 1913. Grade II. UDS 1391477, LB 495426 Building 29K-29O Inclusive Airmens' Barracks. Designed 1913, completed 1914. Grade II. UDS 1391478, LB 495427 Building 83 Institute Building (Airmen's Institute) Designed 1913, completed 1914. Grade II. UDS 1391952, LB 501266 Buildings 29P-29T (Airmens' Barracks). Designed 1913, completed 1914. Grade II. UDS 1391479, LB 495428. Building 29U Airmen's barracks. Grade II, designed 1913, completed 1914. UDS 1393341, LB 502753. Building No 38A Handley Page Hangars, 1918. Grade II. UDS 1391480, LB No 495429. Building 52C (Main Depot offices). Designed 1913, Completed 1914. Grade II, UDS 1391822, LB 502756. Just off the airfield to the west (north of Choulston Close where the married quarters	

are situated) is a group of 3 scheduled barrows (round barrows) UDS, SM 10133.

Just off the airfield to the west (north of Choulston Close where the married quarters are situated) is a group of three scheduled barrows (round barrows) UDS 1010192, SM 10133.

To the east of the airfield (at its closest points about 220 M distant) is the very extensive scheduled Figcheldean Prehistoric Landscape, comprising enclosures, field systems, bowl barrows, linear and other earthworks (UDS 1017939 , SM 10140. To the north of this complex are two scheduled bowl barrows (UDS 1009809 and 1010062 , SMs 10049 and 10050) and an enclosure (UDS 1010061, SM 10052). South east of the airfield and SW of Ablington Furze are some further separately scheduled monuments-enclosure (UDS 1009696, SM 10138), round barrow (UDS 1009690, SM 10139), to the east of the Furze is a scheduled earthwork (UDS 1009713, SM 10141).

Further south of the main Figcheldean prehistoric landscape there are further groups of tumuli and also a number of prominent linear boundary earthworks – (UDS 1009656, 1015434 and 1015480) SMs 10184,10202 (Devil's Ditch) and 10203.

Undesignated heritage assets:

The site is located with the National Character Area Salisbury Plain and West Wiltshire Downs (ref 132). Most of the airfield except the western end is sited within the SAC/SPA and SSSI area Salisbury Plain, ref. su 075499.

There is a very dense concentration of spatial data from the National Mapping Programme layer across the airfield and beyond. These appear to include field systems, enclosures and ring ditches of barrows and some military features including zig-zag practice trenches or shelter trenches. Much but not all has corresponding AMIE data. In particular:

- Mostly on the actual airfield, to the north and south of the WWI listed buildings are a series of zig-zag features which have been interpreted as practice trenches or more likely air-raid shelter trenches (AMIE 1353506).
- Also on the airfield two contiguous sets of rectilinear enclosures, AMIE 1353497 and 1353493, seen on APs. The interpretation is as prehistoric or Roman enclosures but with the possibility that they might be due to twentieth-century military activity. There is also a prehistoric or Roman field system of rectilinear earthworks covering c15 hectares seen as low-levelled earthworks on APs (AMIE 1353618). South of this system are some circular features seen on APs, which could be Bronze Age barrows but may be military features such as gun posts. Taking up a large portion of the south of the airfield area is a medieval field system of ridge and furrow covering an area of approximately 25 hectares, visible as plough-levelled earthworks on aerial photographs (AMIE 1353512) To the south of that feature are a circular feature which might be of twentieth-century origin (1353522) and a further small rectilinear area of fields of Prehistoric/Roman or Medieval date (AMIE1353804).
- On the western edge of the airfield are what may be a group of barrows; however the records acknowledge that some of the features seen might actually be military features such as gun posts or horse training rings (AMIE 218700 and child records of individual features).
- South of this off the airfield, just south of Kerby Avenue is a medieval field system

comprising a series of lynchets (AMIE 218709). North-east away from the airfield are the earthworks of a large but poorly-preserved field system of Iron Age or Roman date (AMIE 220373).

The Mess contains a good collection of paintings and memorabilia, some on loan from the Imperial War Museum.

Landscape and settlement context:

The airfield bounds farmland, of which it formed part prior to 1912. The large-scale fields show the importance of the farmland around Salisbury Plain for arable cropping and plantations show the importance of rural sports. The area bordering the downs was in intermittent use as rough grazing land.

Netheravon's history as an airfield is tied to the development of Salisbury Plain as a military training ground from the 1890s. The airfield utilised a road which extended from Netheravon to serve two nineteenth-century outfarms, which had been built to house crops and livestock on farmland remote from their farmsteads. One of these (Choulston Ox Buildings) was incorporated into the main group of workshops sited to the west of the hangars. This road was renamed Kerby Avenue, and a Roman Catholic church on the west side and a cemetery on the east side were opened there in about 1952. Married quarters were built in Choulston Close west of Kerby Avenue in the 1950s and in the south-east part of Kerby Avenue in the early 1960s.

History and description of the site:

Pre-1913 history

The land upon which the airfield was built was used for the production of corn crops and for hunting since at least the medieval period. Netheravon airfield and its camp were constructed north-east of Choulston on either side of the Figheldean-Fittleton boundary, and it absorbed a nineteenth-century outfarm (Choulston Ox Buildings) built to serve Choulston Farm. Prior to that date, and following the purchase of Netheravon and West Chisenbury by the War Department in 1898, a Cavalry School had been established in 1903 at Netheravon House (a hunting lodge of c1734) to the west, followed by the construction of a Commanding Officers' House and a War Department housing estate between the High Street and the Upavon-Salisbury Road. A national machine gun school was established at Netheravon House in 1922, with its practice range sited north of the hangars on the airfield.

1912-1920

With Upavon and Larkhill, Netheravon comprises one of three sites around the Army training ground at Salisbury Plain which relate to the crucial formative phase in the development of military aviation in Europe, prior to the First World War. It was the first new squadron station selected and developed by the Royal Flying Corps' Military Wing, the second being Montrose in Scotland where original hangars (listed grade A) have survived. It was also the second new site built by the Royal Flying Corps, the first being the Central Flying School at Upavon which was established in June 1912. A first move was made here prior to Christmas 1912, and in June 1913 the men and machines of the Royal Flying Corps' 3 and 4 Squadrons were relocated from Farnborough to Netheravon. At that time the technical buildings were ready, but tented accommodation was still used as the barracks had not been completed. Netheravon, being one of the stations developed by the Military Wing of the RFC, also hosted a

general mobilisation of the RFC's squadrons, from Montrose in Scotland to Farnborough, before going to France with the Expeditionary Force in August 1914. In contrast to the ad-hoc planning of Upavon, Netheravon was developed as a prototype flying base with the distinctions between domestic and technical camps, whose buildings had to fulfil a wide range of requirements from workshops to recreational facilities and ordering by rank, which subsequently characterised the planning of RFC and RAF stations. This was of critical importance at this time, for flying had been included with other military activities and there was no idea of what an air station required: before the completion of these buildings, the Bustard Inn at Rolleston provided accommodation for these early army flyers. In this early period the War Office issued specifications for building types, against which contractors submitted tenders, the aim being to achieve a degree of standardisation. These first designs were completed by Captain BHO Armstrong, head of the FW1a and from June 1913 FW2 (with a brief to produce standard designs) branch of the Directorate of Fortifications and Works, who remained at the heart of army aviation until the formation of the RAF in 1918. The softwood frame construction chosen for the buildings, with cover strips placed over the asbestos-cement panels, is indicative of the Directorate of Fortifications and Works' intention to provide a pattern for reuse. The western domestic site is divided between the officers' accommodation and airmen's barracks, and smaller huts were probably used for drying clothes and flying suits. The eastern site still has some technical buildings although the group of six original hangars (later augmented to 15) has disappeared, the last remaining until at least 1959.

After the First World War the site further developed as a training and bomber station. Two groups of surviving sheds were built in 1919-20 to house Handley-Page O/400 bombers, these marking the genesis of a doctrine of offensive deterrence which underpinned the very existence of Britain's independent air force during the expansion of the RAF in the inter-war years.

1920-1945

In the interwar period the technical site was redeveloped with aircraft hangars (Type A) and a control tower. Its role as a training and bomber station was joined in the Second World War by that of airborne warfare and transport, and training naval officers for the embryonic Fleet Air Arm. During the first part of the Second World War, the airfield was ringed by defences and then used for short stays by a range of squadrons and then more permanently by a number of training units. From December 1941 the base was the focal point of the Parachute Exercise Squadron. In the build-up to D Day, Netheravon was used to prepare gliders for the airborne assault and for briefing Allied officers on their duties at the Normandy beachhead, but was not used in the actual invasion itself.

1945 to present

Post-war, the Parachute Service Section continued to operate until 1950, when it was replaced by ground-based RAF Units. The airfield was transferred to the army in 1963 and was redeveloped in 1966 for use by the Army Air Corps.

Assessment of significance:

The historic airfield

Netheravon is a uniquely well-preserved and historically important prototype air base of the pre-1914 period, unique in Europe and possibly the world. With Upavon and Larkhill, it comprises one of three sites around the Army training ground at Salisbury

Plain which relate to the crucial formative phase of the development of military aviation in Europe, prior to the First World War. It was the first new squadron station selected and developed by the Royal Flying Corps' Military Wing, the second being Montrose in Scotland where original hangars (listed grade A) have survived. It was also the second new site built by the Royal Flying Corps, the first being the Central Flying School at Upavon to the north which was established in June 1912.

It is remarkable how the layout of pre-1914 buildings on the domestic site has been retained intact, and how the principles upon which the base layout was established (a combination of topography and its historical context as a prototype military air base) have formed the template within which subsequent phases of rebuilding and development have operated. Whilst the remains of the technical site at Netheravon are fragmentary, they relate to an intact airfield (also of significance for the rarity of its fauna and flora in contrast to that of the intensively-cropped farmland around) and the domestic site has survived in a complete state of preservation. It has the best-preserved suite of barracks buildings of any of the 301 bases in the United Kingdom occupied by the RAF in November 1918, these in turn being modelled on standard types of Victorian cavalry barracks. There are no sites of this degree of preservation surviving from any of the other combatant nations of the First World War, with the notable exception of the combined mess and hangar at Schleissheim, sited just to the north of Munich and established in 1912 as the base of the Royal Bavarian Flying Corps. It is significant, in this context, to note that the only other examples of pre-1919 domestic buildings identified for listing are located at Upavon and Duxford, where one barracks hut has survived within the context of a key site. With the exception of the Officers' Mess and Chalets, which have retained important interior details, the buildings on the domestic site are principally of interest for their external completeness and relationship to each other as part of this planned group. The control tower and perimeter defences dating from 1940 are the principal survival of the period to the end of the Second World War.

Biodiversity and other archaeological potential

The most visible survival of the earlier farmland are the mid nineteenth-century buildings relating to the outfarm built to serve Choulston Farm. However, the extraordinary survival of Romano-British and earlier sites in the immediate vicinity heightens the potential for this site yielding significant archaeological evidence. The survival of grassland rich in flora and fauna (Stone Curlews nest here) also reflects how the military use of the Plain has been a critical factor in the conservation of chalk grassland habitats for a rich diversity of fauna and flora, elsewhere subject to intensive arable cultivation. Also of significance for their survival, for the same reasons, are the remains of practice trenches and other features developed by the Army across the Plain, some of which survive in a clearly readable form and are attracting increased archaeological attention.

References to further sources of information:

'Parishes: Figheldean', *A history of the county of Wiltshire: Volume 15: Amesbury hundred, Branch and Dole hundred* (1995), pp. 105-119. URL: <http://www.british-history.ac.uk/report.aspx?compid=115431> Date accessed: 27 May 2011.

'Parishes: Netheravon', *A history of the county of Wiltshire: Volume 11: Downton hundred; Elstub and Everleigh hundred* (1980), pp. 165-181. URL: <http://www.british->

history.ac.uk/report.aspx?compid=115493 Date accessed: 27 May 2011.

Published sources:

Berryman D (2002) *Wiltshire airfields in the Second World War*, Countryside Books, pp 135-148. This covers the operational history during WWII, including wartime visits by Churchill, King George VI and the royal family.

Delve K (2006) *The military airfields of Britain. South Western England: Channel islands, Cornwall, Devon, Dorset, Gloucestershire, Somerset, Wiltshire*, pp 175-180. This gives a detailed description along with photographs and a site plan.

Priddle R (2003): *Wings over Wiltshire: An aeronautical history of Wiltshire*, pp 204-235. This gives a very thorough account of aviation at Netheravon from its inception in 1913 to the present, with details of airfield development, units and types of aircraft flown, illustrated with photographs.

Willis S. and Holliss B. (1987) *Military airfields in the British Isles 1939-1945*, 1987, p 146

Unpublished reports in the National Monuments Record:

English Heritage Thematic Listing Programme (May 2003): *Survey of Military Aviation Sites and Structures Summary Report*.

Dobinson C. (1998), *Royal Air Force Netheravon: A short structural history*

Primary sources:

Aerial photography by English Heritage, December 2007 (AP 24869_001 – 025)
1912-13 Drawings on microfiche in Larkhill Camp

Part B: Recommendations

Recommendations for further recording, research or investigation:

The military history and development of the site has been well documented – see references above – so the need for further research on this aspect is low. There should be a basic Level 1 or 2 record of the buildings on the site, and examination of any site plans that may survive at Larkhill.

Extensive survey will also further highlight the potential for medieval and earlier remains of land use and settlement, and in combination with documentary research at the National Archives aid in interpretation and dating of the earthwork features as either military or earlier in their function.

Heritage assets which merit consideration for designation:

Pre-1912 period: Further investigation may reveal additional heritage assets which are currently buried/not fully understood and which may require further assessment.

Post-1912 period: The airfield was looked at as part of the thematic study of military aviation and as a result of further designation casework. It is therefore considered unlikely that additional designations or revisions to existing designations will be required for the military buildings and structures on the site.

Potential for further management or planning guidance:

Conservation area designation is certainly merited to ensure that this uniquely well-preserved airfield landscape is protected, and that the links to habitats for fauna and flora are also made. This possibility was discussed at a meeting between EH and the two local authorities (Kennet and Salisbury) in 2007.

There is also potential for developing a heritage partnership agreement.

Part C: Background information

Date of site visit: 2 February 2011	Attended by: Will Holborow (GHEU) and Mark Sanderson (Defence Estates)
Record author: Will Holborow	Date: 23 May 2011
Amended by: Jeremy Lake	Date: 27 May 2011



Netheravon, Wiltshire. © English Heritage NMR 24869-003



Netheravon, Wiltshire, showing the airmen's barracks and institute completed before the First World War and one of the hangars built for Handley Page bombers developed towards the end of the conflict. © English Heritage NMR 24869-012

Tidworth: Former NAAFI

Part A: Information for transfer to AMIE database and uploading to Pastscape

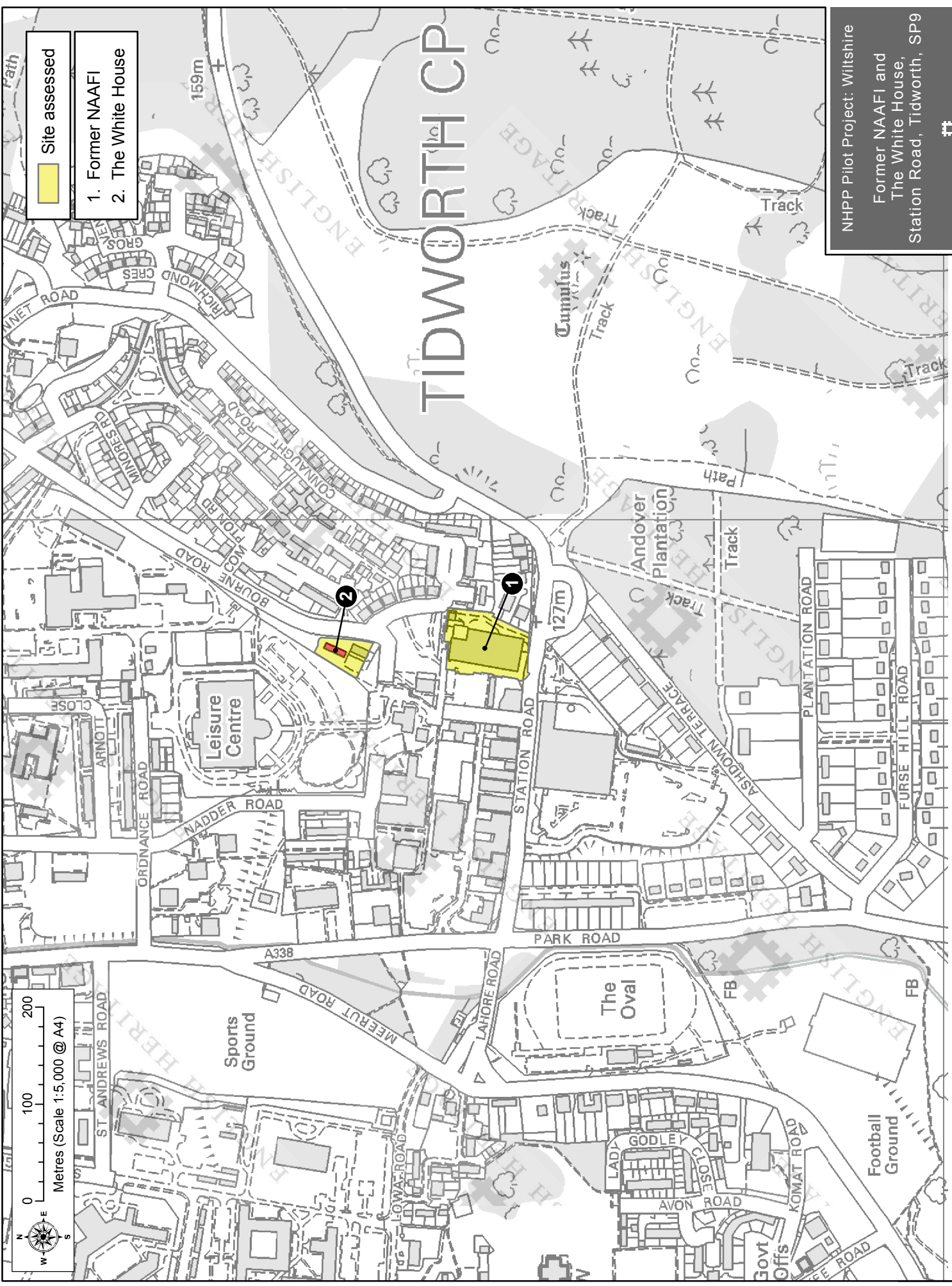
Site name: Former NAAFI	
Summary: Only the floor slab remains from the post-1950 NAAFI which formed part of a development between 1911 and 1926 as part of a row of shops and houses on Station Road in Tidworth. The area is rich in archaeological potential, and the potential for medieval and earlier finds under and around the floor slab cannot be excluded.	
Area:	NGR: SU 23863 48463
Parish: Tidworth	NMR/HER nos: 1538722
Location: within Tidworth village	Street/house number: Station Road
Type/period/form: Club/shop/late twentieth century/ruin	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets and other environmental designations None.	
Landscape and settlement context: The site adjoins a depot served by the railway terminus immediately next to it to the east and a recreation ground to the north. The retention of below-ground archaeological deposits is a possibility, due to the high potential of the area extending into Salisbury Plain around the former medieval settlements at Tidworth for prehistoric settlement, land use and ritual sites.	
History and description of the site: The site is mostly occupied by a floor slab that remains from a post-1950 NAAFI, which in turn replaced part of a row of shops and houses on Station Road built between 1911 and 1926.	
Assessment of significance Very low, but archaeological potential for prehistoric settlement and land use.	
References to further sources of information: Note that although the site is not currently on E-PIMS, it was included on House of Commons list submitted by Defence Estates. Aerial photographs of April 2011, in National Monuments Record, Swindon	

Part B: Recommendations

Recommendations for further recording, research or investigation:
If the floor slab is removed, there may need to be an appropriate level of investigation to ensure that the potential archaeological and historical interest of the site is documented.
Heritage assets which merit consideration for designation:
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.
Potential for further management or planning guidance: None other than recording if needed (see above). Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record.

Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 27 May 2011



- Site assessed**
1. Former NAAFI
 2. The White House

NHPP Pilot Project: Wiltshire
 Former NAAFI and
 The White House,
 Station Road, Tidworth, SP9





Tidworth, Wiltshire, floor slab of former NAAFI complex. © English Heritage

Tidworth: Home Farm, Bulford Road

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Home Farm, Bulford Road	
Summary: Home Farm comprises mid-late twentieth-century sheds and semi-detached houses built around a courtyard-plan farmstead, rebuilt to its present form in the late nineteenth century but with much earlier origins and including the full complement of buildings – cartshed, granary, stables, cattle housing and barn – typical of the large farms that developed around Salisbury Plain. It is set within a designed landscape extending to the south-west of Tidworth Park with planting and regular boundaries of the early nineteenth century, and to the south of playing fields established for the garrison in the early twentieth century. To the south-west of the site is a gasworks built to serve Tidworth (Tidworth) house and park in the late nineteenth century. It is understood that this site has now been sold by the MoD.	
Area: 8.81 hectares	NGR: SU 22555 47043
Parish: Tidworth	NMR/HER nos: 1538818
Location: isolated location south of Tidworth and on western edge of Tidworth Park	Street/house number: Bulford Road
Type/period/form: Farm/seventeenth century/extant building Farm/nineteenth/extant building Gasworks/late nineteenth/extant building Houses/mid twentieth/extant building	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site. Immediately to the west is Tidworth (or Tedworth) Park and its grade II* house (UDS 1339397; LB 140128; AMIE monument 223911). Associated with it are the grade II listed buildings of the nineteenth-century Stable block (UDS 1093198, LB140129), and the gateway to the kitchen garden (UDS 1093199, LB140130). In the centre of the site, but not included within it, is the nineteenth-century grade I listed Church of St Mary (UDS 1093240, LB 140127, AMIE monument 223914). At the north-eastern boundary of the Park lies the grade II listed nineteenth-century Lodge to Tidworth House (UDS 1093203, LB 140134). Nominally sited at SU 2340147401 is the medieval church and manor of Tidworth (AMIE monument 909541) which was demolished to build the house. The exact location and extent are unknown, although earthworks have been identified at SU 234474.	

Undesignated heritage assets and other environmental designations

The National Mapping Programme has recorded a rectangular feature at approximately SU 2338047608. A Saxon burial cut into a round barrow (AMIE monument 223916) was identified at SU 23500 47497, as well as a possible Roman/early-medieval lamp.

The 1924 OS map records that Bronze Age skeletons were found immediately north of the site in 1923.

Landscape and settlement context:

Home Farm is sited on the western edge of Tidworth (also known as Tedworth) Park and on the edge of a farmed landscape which was replanned and redesigned in the late eighteenth/nineteenth century with straight boundaries and copses in order to facilitate efficient arable farming and also rural sports. Tedworth House and its park was built at the centre of a large estate developed in 1759-84, displacing the inhabitants of the village to Hampshire Cross to the north. Earthworks now relate to the former location and extent of the medieval church and settlement. Most of the estates in Tidworth parish had been amalgamated into a single estate owned by the Smith family by the seventeenth century: Tidworth. Tedworth House was rebuilt by Thomas Ashetton Smith III in 1828-30, who transformed much of the surrounding landscape with planted game coverts, and it was further altered in 1878-1880 for its new owner Sir John Kelk.

The War Office purchased Tidworth in 1897, and over the following decades a strong distinction emerged between South Tidworth which developed around Tedworth House and became a habitat for officers, with North Tidworth for other ranks. Recreation grounds and sporting pavilions were developed on former fields immediately to the north of the site between 1897 and 1911, and a track also linked the site to a gas works (1873-97) to the south and sewage works (1897-1910) in the park to the south-east. The road extending from the south-west corner of the site into Salisbury Plain was constructed to enable military transport between 1910 and 1924.

This redesigned landscape strongly contrasts with the downland to the west and the east, with its rich inheritance of Saxon and earlier earthworks and boundary ditches attesting to a long history of land use and ritual from the prehistoric period. Arable agriculture from the medieval period (at least the eleventh century) has removed any visible trace of such activity, concealing a high archaeological potential in this area.

History and description of the site:

This farmstead retains evidence of three major phases of development:

1. the core of an eighteenth-century or earlier loose courtyard farmstead, with a granary, house and large barn
2. its redevelopment between 1873 and 1897 into a regular courtyard farmstead, with a gasworks serving the estate to its south-west
3. its expansion as large arable-based farmstead, with late twentieth-century sheds and a pair of late 1930s detached houses which replaced buildings that appeared between the 1911 and 1924 OS maps.

This farmstead clearly developed in close association with the development of Tidworth Park from the mid eighteenth century. The farmstead developed into its regular double courtyard layout between 1873 and 1897, with the building of the central range of

cattle housing, the extension of the eastern stable and western cattle range block and the building of a large cartshed range served by a loop road which also extended towards kitchen gardens to the north. The farmhouse and granary to its west, which faces south into the yard, and the southern barn range, are much earlier in origin. The nineteenth-century brickwork of the farmhouse probably dates from the cladding of a much earlier (possibly timber framed) three-room plan with a cross-passage backing onto an axial stack. The barn has a late nineteenth-century machine-sawn roof, but the timbers of an earlier aisled barn are clearly visible.

The white-painted brick and slate house to the south-west dates from 1873-96, and together with a single-storey ancillary building to its south was built within the compound of the estate gasworks that were also built in this period.

By 1911, the site was possibly being used in connection with the new garrison, but its principal use was clearly agricultural into the late twentieth century. Two pairs of semi-detached estate workers' houses were built off the track looping into the north of the site after 1924, separated from the farmstead by trees and shrubs, and large agricultural sheds were built in the second half of the century. The kennels were demolished in this period.

Assessment of significance

The farmstead has the full complement of building types associated with the very large corn-producing courtyard farmsteads around Salisbury Plain - large barns (including aisled barns), granaries and stables were required, as well as cattle courts for the production of manure for the farmland. Its regular plan relates to the nineteenth-century development of the planned landscape within and around Tidworth Park, which made use of the downland for hunting and other forms of recreation. Brick was used from the seventeenth century on larger farmhouses in this area and by the eighteenth century was often used to re-front older timber-framed houses or for new buildings. Also present are buildings in cob, which was used for houses, farm buildings and boundary walls in the chalklands of southern England.

Estate gasworks were built in the late nineteenth century and were a well-established feature by the 1890s, but very few survive in anything like a complete condition: the gasometer has been demolished, but the supervisor's house and an ancillary building (?retort house) survive.

References to further sources of information:

Aerial photographs of April 2011, in National Monuments Record, Swindon

Part B: Recommendations

Recommendations for further recording, research or investigation:

A site visit will determine whether the framing to the aisled barn is in situ or not, and will assess the origins/development of the other farm buildings and the house.

Heritage assets which merit consideration for designation:

It is recommended that English Heritage's Designation Department assess the farmhouse, traditional farm buildings and the gasworks site for national designation.

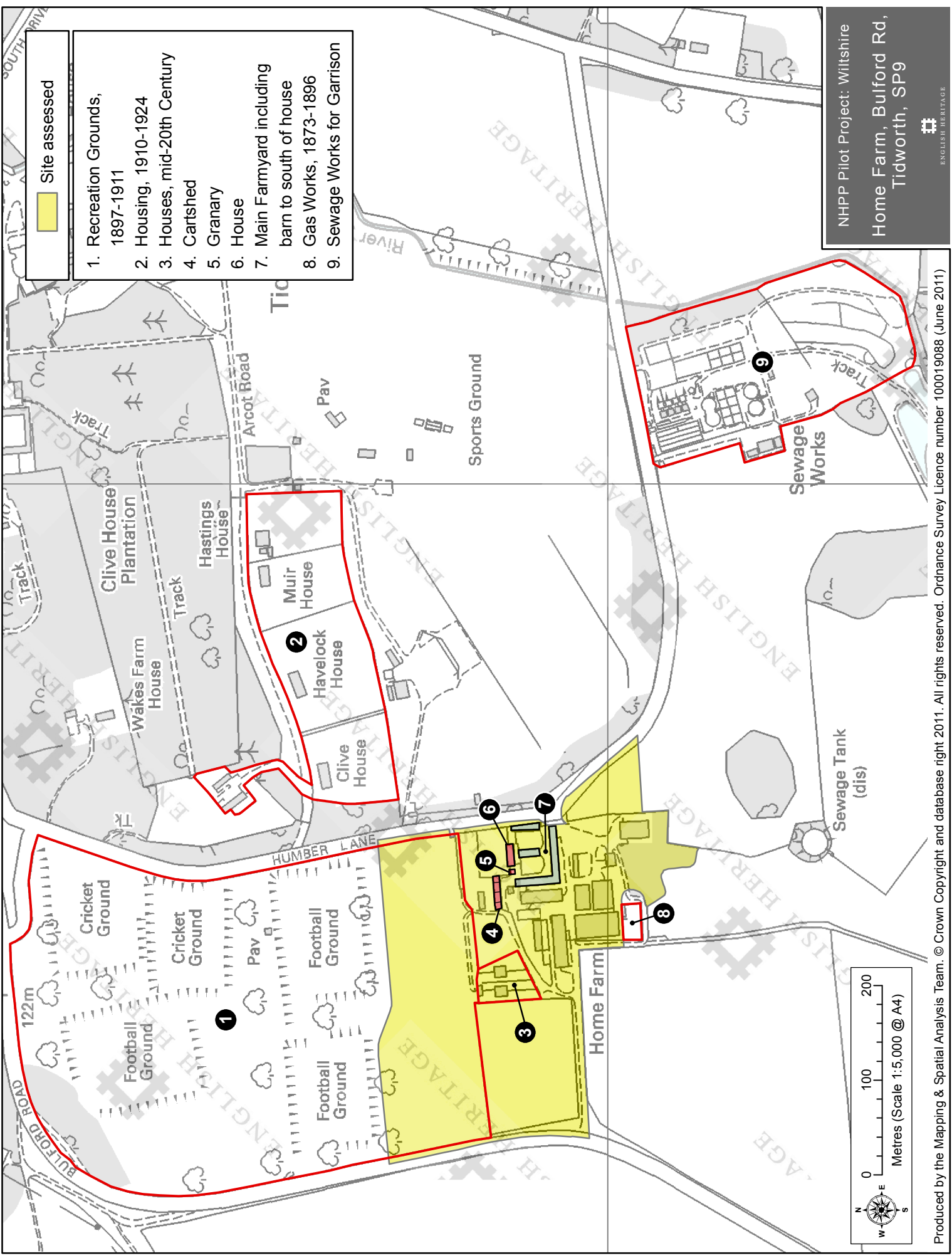
Potential for further management or planning guidance:

The site has been sold by MoD. It stands outside housing policy areas and is not considered to hold potential for any but minor development which may include conversion of the historic farm buildings: this should be guided by consideration of the significance and potential for change of the historic buildings and the site as a whole.

A full Level 2 survey and professional photographic record should be made of the site, including illustrative interior views and shots of constructional details. Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record.

Part C: Background information

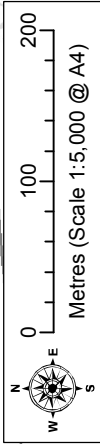
Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 24 April 2011 20 May 2011 27 May 2011



Site assessed

1. Recreation Grounds, 1897-1911
2. Housing, 1910-1924
3. Houses, mid-20th Century
4. Cartshed
5. Granary
6. House
7. Main Farmyard including barn to south of house
8. Gas Works, 1873-1896
9. Sewage Works for Garrison

NHPP Pilot Project: Wiltshire
 Home Farm, Bulford Rd,
 Tidworth, SP9



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Tidworth, Home Farm, Bulford Road, © English Heritage NMR 26914-020



Tidworth, Home Farm, Bulford Road. © English Heritage



Tidworth, Home Farm, Bulford Road, from the south, in the early 20th century this was the site of the estate gasworks. © English Heritage

Tidworth: North East Quadrant

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: North East Quadrant	
Summary: Open land, with visible evidence of its use as water meadows, probably from the seventeenth century, and with potential for prehistoric origins to its boundaries and for prehistoric land use and settlement archaeology. It is understood that this site has now been sold by MoD.	
Area: 32 hectares	NGR: SU 23730 49668 (FCE)
Parish: Tidworth	NMR/HER nos: 1538843
Location: sited on north-east edge of Tidworth	Street/house number: Pennings Road, A338
Type/period/form: Water meadow/seventeenth century or earlier/extant	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets and other environmental designations None	
Landscape and settlement context: The landscape around the north-east side of Tidworth displays many of the key characteristics of the Salisbury Plain area, in its large fields and linear boundaries, some extending into the Romano-British period and beyond, and the legible remains and crop marks of prehistoric settlement and fields. A major theme in this area is the continuity of use and division of the landscape. Linear features ranging from the Bronze Age, Roman and early Saxon periods were all used as boundaries for medieval estates and parishes, suggesting that many of the land units seen today reflect much earlier territorial divisions. The linear earthworks around Tidworth fit within this general pattern. They extend from and around the late Bronze Age settlements/hill forts at Sidbury Hill and Dunch Hill, the former being substantially extended in the Iron Age. There are traces of rectilinear 'Celtic fields' relating to these boundaries and a series of Romano-British farmsteads.	
History and description of the site: This site is on the north-eastern edge of Tidworth, and comprises open ground with no built development. It has been farm and meadow land since the prehistoric period, firstly in relationship to scattered Romano-British and earlier settlement and then the establishment of the valley-bottom village of Tidworth in the eight to tenth centuries.	

There is visible evidence for sluices and culverts associated with the use of this land as watermeadows, probably from the seventeenth century. The boundary to the meadow has a curved outline and situation that is indicative of a seventeenth-century or earlier boundary, but there is clear evidence in this area for the continuation of early boundaries into the prehistoric period. A water meadow was a valley-floor meadow that was subject to controlled flooding using a system of drains and sluices to encourage early grass growth, providing spring food for sheep which were then folded onto the higher cornland. The flooding brought nutrients onto the land, improving hay crops.

Assessment of significance

The military use of Salisbury Plain has been a critical factor in the conservation of chalk grassland habitats for a rich diversity of fauna and flora, and the visible archaeology of settlement and land use from the prehistoric period that elsewhere in England have since the 1950s been subject to intensive arable cultivation. The significance of this site lies in:

1. The extent of seventeenth- to nineteenth-century watermeadow complex. The southern English downlands retain the earliest evidence in England (with the Golden Valley in Herefordshire) for the development of watermeadows, from the sixteenth century.
2. The form of the boundaries and nearby recorded prehistoric sites which are indicative of prehistoric land boundary and management features. This is highly significant in the context of Salisbury Plain, which has retained the best-preserved evidence for prehistoric land use, settlement and ritual in any of England's chalk and limestone plateaux, and which also occupied a prominent role in the development of Neolithic and Bronze Age cultures in northern Europe.

References to further sources of information:

Aerial photographs of April 2011, in National Monuments Record, Swindon

Part B: Recommendations

Recommendations for further recording, research or investigation:

There needs to be an appropriate level of investigation prior to any development to ensure that the high potential archaeological and historical interest of the site is documented. This is because the location and wider context of the site offers high archaeological potential for medieval and earlier land use and settlement.

Consider:

Landscape analysis, remote sensing and geophysics to determine extent of seventeenth- to nineteenth-century watermeadow complex and potential survival of early (particularly Romano-British and earlier) land boundaries and fields.

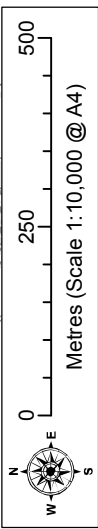
Palaeo-environmental analysis. Past cultivation of these slopes may have increased alluvial deposits in the base of the valley. Given the calcareous nature of this area there is good potential for the survival of environmental remains, especially those of molluscs.

Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record / English Heritage's National

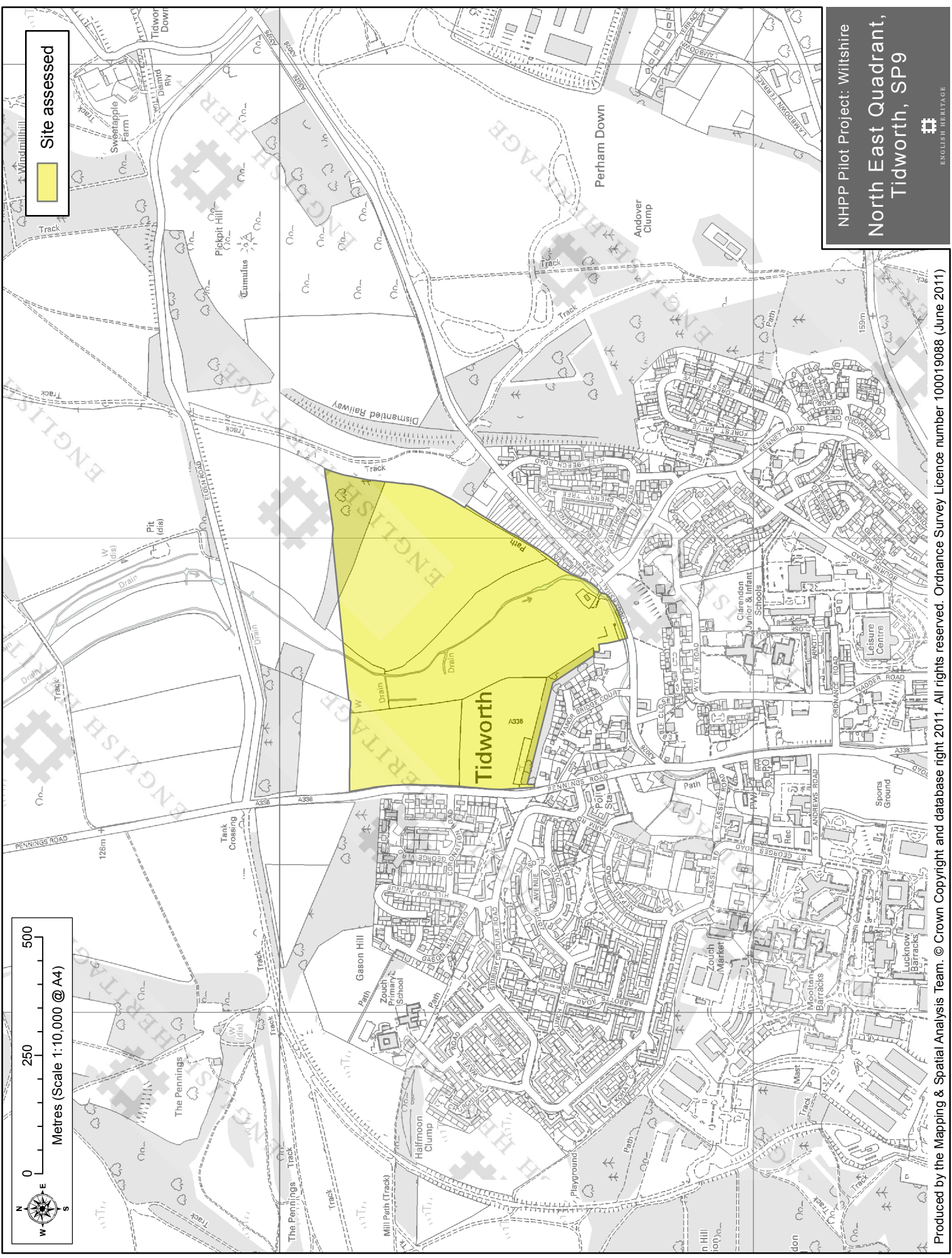
<p>Heritage assets which merit consideration for designation: English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria. However, future investigation may highlight new claims to significance which will have to be assessed.</p>
<p>Potential for further management or planning guidance: Sold to Persimmon with permission for up to 600 residential units.</p> <p>If faced with development, recommend survey (see above) to determine survival and development of water meadows, and record archaeology relating to earlier land use and settlement.</p>

Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 20 May 2011



Site assessed



NHPP Pilot Project: Wiltshire
 North East Quadrant,
 Tidworth, SP9



ENGLISH HERITAGE



Tidworth, Wiltshire, North East Quadrant © English Heritage

Tidworth: The White House

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: The White House	
Summary: Early twentieth-century building, built to serve the railway terminus that served the garrison, much altered in the late twentieth century. The surrounding landscape, including housing and the sports centre to the west, has been completely transformed from the 1960s.	
Area:	NGR: SU 23866 48628
Parish: Tidworth	NMR/HER nos: 1538906
Location: within Tidworth village	Street/house number: 1-4 Bourne Road
Type/period/form: Railway station/early twentieth century/extant building House/early twenty-first century/extant building	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets and other environmental designations None	
Landscape and settlement context: This building relates to recent housing development and a sports centre that forms part of the expansion of North Tidworth for service and civilian housing since the 1950s.	
History and description of the site: The White House is an early twentieth-century building (not shown on the 1911 OS Map), which formed part of the railway station at Tidworth which was built to serve the garrison. It was much modified with new and replacement openings in the late twentieth century.	
Assessment of significance Very low significance as a historic building, other than its relationship to the development of the garrison.	
References to further sources of information: Aerial photographs of April 2011, in National Monuments Record, Swindon NMR Records An Iron Age/Romano-British field system (AMIE monument 223562), lies approximately 150m to the east. Archaeological investigations approximately 250m south of the area have identified	

postholes, worked flint, prehistoric ditches, a cow burial, and a crouched inhumation burial (Events I496025 at SU 2369948400; and I521863 at SU 2372948331).

Part B: Recommendations

Recommendations for further recording, research or investigation:

There needs to be very careful consideration of the potential to recover information relating to the development of the downlands from prehistory.

Heritage assets which merit consideration for designation:

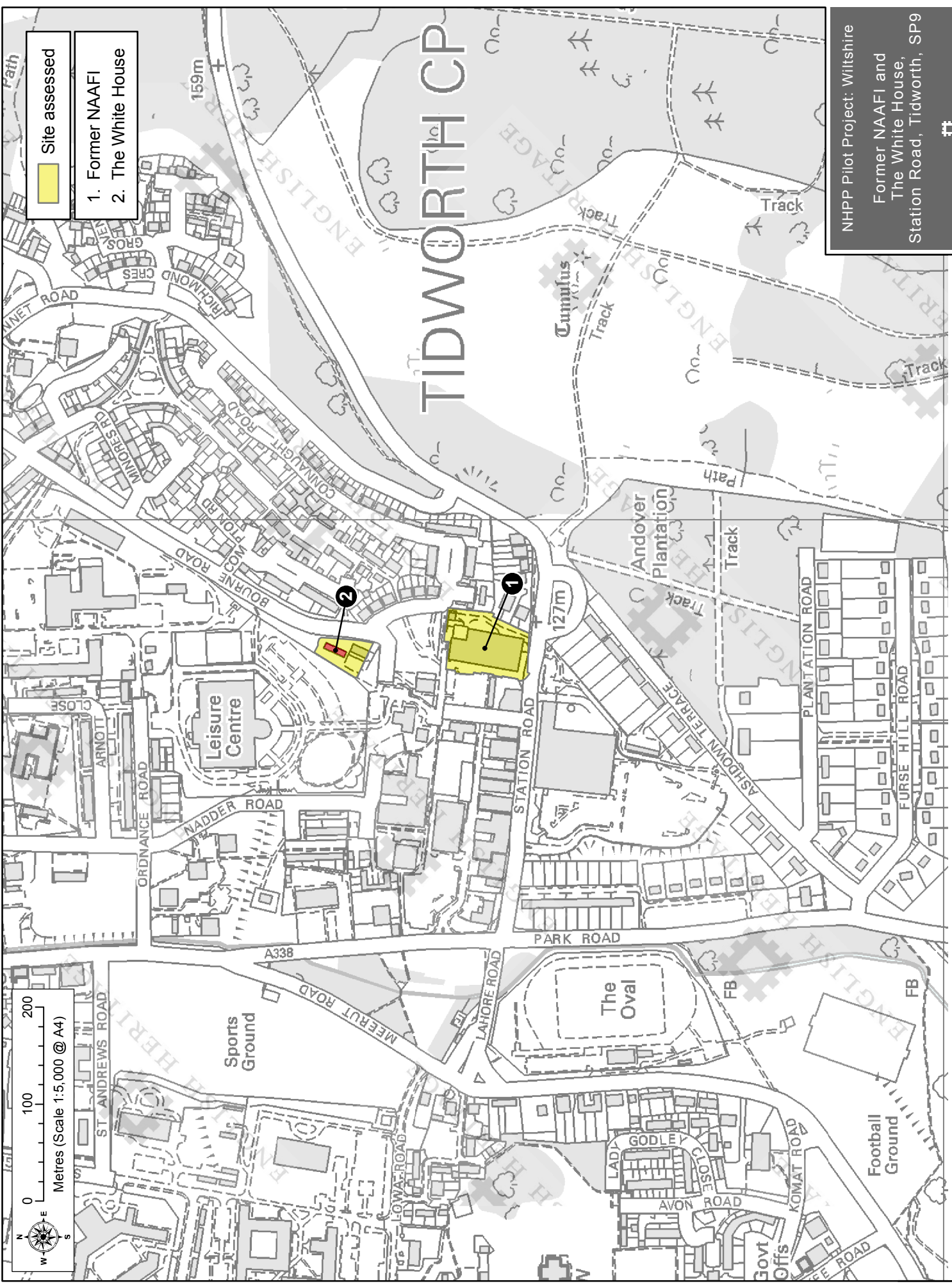
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

Potential for further management or planning guidance: None.

MoD is freeholder, flats sold on long leases, MoD trying to sell reversion.

Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 20 May 2011



- Site assessed**
1. Former NAAFI
 2. The White House

NHPP Pilot Project: Wiltshire
 Former NAAFI and
 The White House,
 Station Road, Tidworth, SP9





Tidworth, The White House, to centre right. © English Heritage NMR 26915-021

Tidworth: Zouch Manor

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Zouch Manor It is understood that this site has now been sold by MoD.	
Summary: Zouch Manor developed as a large courtyard farmstead, typical of the southern English downlands, on a manorial site established by the eleventh century. A manor house was shown on a 1773 map, but the present fragmentary remains of the farmstead and the house date from after the absorption of this manor into the large estate of Tidworth House in 1832. By 1932 the farmstead had been acquired for military use, and since that period it has formed part of the great expansion of North Tidworth for military and civilian housing.	
Area: 0.97 hectares	NGR: SU 2344249172
Parish: Tidworth	NMR/HER nos: 1538952
Location: within Tidworth village	Street/house number:
Type/period/form: Manor/pre-1200/documentary Farmstead/nineteenth century/extant	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site. The land adjoining the site to the south contains a grade II listed early-eighteenth century cob-built, thatched cottage (Thatchwell Cottage, 421 Plassey Road: LB 312460, UDS 1285063). Less than 100m to the south lies the Church of the Holy Trinity, a grade II* listed medieval church (LB 312461, UDS 1036009 ; AMIE monument 1191896).	
Undesignated heritage assets and other environmental designations None in vicinity. The land adjoining the site to the south contains a grade II listed early-eighteenth century cob-built, thatched cottage (Thatchwell Cottage, 421 Plassey Road: LB 312460). Less than 100m to the south lies the Church of the Holy Trinity, a grade II* listed medieval church (LB 312461; AMIE monument 1191896). Archaeological investigations approximately 100m to the south have identified medieval pits and linears, and post-medieval features (AMIE Events 1327926, 1522079). Three inhumation burials have been found 125m to the north-west, and are thought to date to the early medieval period (AMIE monument 223899; SU 232493).	
Landscape and settlement context:	

The farmstead is sited on high land to the north of the medieval Holy Trinity Church, and occupies the site of Zouch Manor which was established on rising land to the west of the farming settlement of North Tidworth, which was strung along the river Bourne. The site continued to serve a very large holding after the acquisition of the manor by the Tidworth estate in 1832.

The site is still defined by straight-sided boundaries to the north, west and south, and the house faces east, towards ground which slopes towards the former medieval village of North Tidworth where some eighteenth-century and earlier houses remain. The boundaries to the west are straight because they bordered straight routeways which extended northwards, east and west towards Chalkpit Wood, the latter forming part of the transformation of the Tidworth estate into a sporting landscape from the 1830s. The site, with the exception of the open area to the south and east, is now bounded by a large mid-late twentieth-century housing development to the north, which is first visible on the 1936 OS map and forms part of the expansion of military and civilian housing in North Tidworth from this period.

History and description of the site:

The farmstead is shown on the 1888 OS map as a U-shaped courtyard plan farmstead with a north-projecting cartshed range.

Part of the northern range and the north-projecting cartshed remain. These date from a comprehensive mid-late nineteenth-century rebuilding which followed the absorption of Zouch Manor (one of several holdings that had developed within and around Tidworth by the eleventh century) into the large estate of Tidworth House in 1832. Apart from the cartshed, they comprise a multi-purpose barn range, with a weatherboarded upper floor above a brick lower floor, and a cob stable range. The farmhouse was clearly built after 1832. It is a three-bay symmetrically-fronted house, rendered with a brick service wing; canted bay windows flank the front door on the three-bay symmetrical front, which faces into the valley and away from the farmstead.

The site had been acquired for military use by 1932, and since that period it has been situated within the great expansion of North Tidworth for military and civilian housing.

Assessment of significance

English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

Further investigation may reveal heritage assets which are currently buried/not fully understood and which may require further assessment. This is because of the medieval manorial site upon which the farmstead stands, and the rich potential in this area close to Salisbury Plain for the remains of prehistoric land use and settlement.

References to further sources of information:

Aerial Photographs of April 2011, in National Monuments Record, Swindon
'Parishes: North Tidworth', *A History of the county of Wiltshire*. Volume 15: Amesbury hundred, Branch and Dole hundred (1995), pp. 153-163. URL:
<http://www.britishhistory.ac.uk/report.aspx?compid=115435&strquery=&quo>
Date accessed: 18 May 2011.

Part B: Recommendations

Recommendations for further recording, research or investigation:

In the event of any application for development of the site, particularly with new buildings involving excavation for foundations, there needs to be an appropriate level of investigation to ensure that the high potential archaeological and historical interest of the site is documented. This is because the location and wider context of the site offers high archaeological potential for the understanding of the development of downland manorial sites.

Heritage assets which merit consideration for designation:

English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria. Further investigation may reveal heritage assets which are currently buried/not fully understood and which may require further assessment.

Potential for further management or planning guidance:

The quadrangle of farm buildings have been suggested by the LPA to be suitable for conversion to residential or commercial use. Their scale and form offer cues to the future development of the site. The LPA would also like to see some of the buildings listed, but in view of the fragmentary survival and nineteenth-century date of the farmstead they do not meet current criteria.

The site still retains its historic boundaries and distinct character, open to the river Bourne, which should inform and be reflected in future conversion and development.

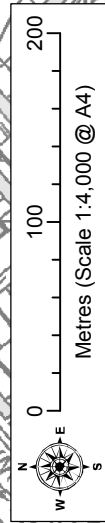
A Level 1-2 survey and photographic record should be made of the site prior to redevelopment, including illustrative interior views and shots of constructional details. Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record.

Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 6 April 2011
Amended by: Jeremy Lake	Date: 3 May 2011 27 May 2011

Tidworth

A338

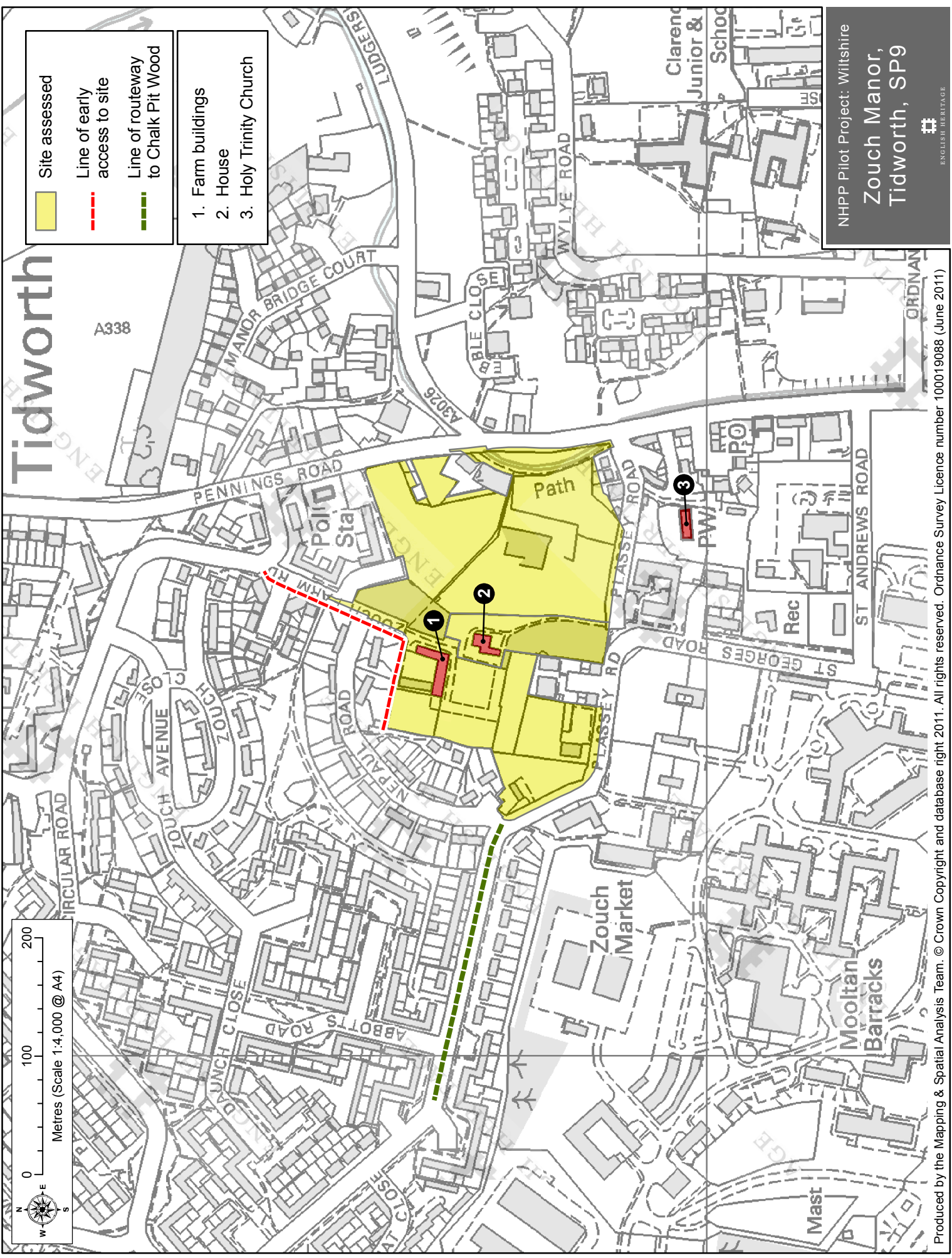


Site assessed

Line of early access to site

Line of routeway to Chalk Pit Wood

1. Farm buildings
2. House
3. Holy Trinity Church



NHPP Pilot Project: Wiltshire
Zouch Manor,
Tidworth, SP9





Tidworth, Wilshire, Zouch Manor © English Heritage NMR 26915-047

Warminster: Battlesbury Barracks

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Battlesbury Barracks	
Summary: Barracks of 1933-4, rebuilt in permanent form in at least two phases after 1957, and in several phases since. The depot is the principal survival from the inter-war barracks. The site was built on farmland and is traversed by an early routeway from the valley to the downland just to the north, which retains rich evidence for prehistoric land use and settlement.	
Area:	NGR: ST 88951 44980
Parish: Warminster	NMR/HER nos: 1538772
Location: northern edge of Warminster, immediately south of the railway	Street/house number: Woodcock Road
Type/period/form: Barracks/ mid twentieth century/extant	
Designated heritage assets No designations within the barracks site.	
Undesignated heritage assets and other environmental designations As above 880m to the north is the hillfort of Battlesbury Camp (UDS 1010195, SM 10081).	
Landscape and settlement context: The barracks is sited between the line of the railway (the section of the line opened in 1856, finally connecting Bristol to Weymouth) and Boreham Road along which had developed by the 1930s housing which extended the linear layout of the town. It is sited off the north side of Woodcock Road and immediately east of an industrial estate, which occupies the site of the nineteenth-century Woodcock Iron Works. The road was extended eastwards, meeting Boreham Road, and developed with housing after the construction of the barracks: it had earlier continued as a footpath. The barracks was built on former open downland, its southern boundary marking the limit of the cultivated area in the late nineteenth century. The farmsteads along this peripheral line have all now been absorbed into the post-1950 expansion of Warminster which followed the development of the garrison. The site is traversed by an early routeway from the valley to the downland to the north. The surrounding downland retains abundant evidence for prehistoric land use and settlement – Bronze Age barrows to the south-east and a complex of monuments at Battlesbury camp about 800 m to the NE, comprising a hillfort, settlement, cemetery, barrows, enclosure, and field system. In an adjacent field about 110 metres east of the	

nearest military buildings, there is an event record for what archaeologists interpreted as a Mesolithic/Neolithic flint working/seasonally occupied site (event number I307034).

History and description of the site:

This was built originally as Boreham Hutted Camp in 1933-34, to the east of a depot built in the late 1930s. No trace remains of the hutted camp, as the barracks were rebuilt and replanned in at least two phases after 1957, in 1964-9 and since the mid 1990s. At the outset of this stage Boreham Barracks was renamed as Battlesbury Barracks.

The OS map of 1942 shows a principal access off Woodcock Road into a spur road which then provided access via a roundabout to hutments to the east and west. This spur road followed the line of a much earlier routeway (medieval or earlier) which extended from the farming settlement toward the Iron Age fort at Battlesbury Hill and into the downland to the north. This was clearly exploited in order to provide east access into the training grounds in Salisbury Plain. This routeway was diverted around the HQ building in or after 1957, and continues northwards as Battlesbury Road. The barracks were completely replanned and rebuilt in several phases from the late 1960s. The principal survival appears to be a single brick-built HQ building of the late 1950s, with later windows and other alterations, and the depot with its single-storey equipment store to the west.

Assessment of significance

Further thematic investigation of military depots may reveal the rarity in a national context of the depot complex. English Heritage will consider the case for consideration of depots (alongside drill halls and militia sites) in the next four years, which will help determine whether a survival of this nature is rare or not. Otherwise, English Heritage has not identified any heritage assets on the site.

References to further sources of information:

James, N.D.G. (1987) *Plain soldiering – A history of the armed forces on Salisbury Plain*, Salisbury: The Hobnob Press, pp. 143-155
Aerial photographs of April 2011, in National Monuments Record, Swindon

Part B: Recommendations

Recommendations for further recording, research or investigation:

There needs to be an appropriate level of investigation prior to redevelopment to ensure that the potential archaeological and historical interest of the site is identified and documented. This is because there is some potential, despite the intensity of post-1930s development, for the survival of Roman and earlier land use and settlement given its extent on the open downland in this area.

There should be a basic photographic record of the site before redevelopment, accompanied by a summary of its historic development and associations. If building drawings and site plans remain on the premises these should be evaluated and sample deposited in a publicly-accessible archive.

As noted in Part A (Assessment of significance), the depot will form part of a wider thematic survey of depots, drill halls, and militia sites, to be undertaken within the next four years.

Any reports should be made publicly available through the local Historic Environment Record and the National Monuments Record / English Heritage's National Collections.

Heritage assets which merit consideration for designation:

English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.

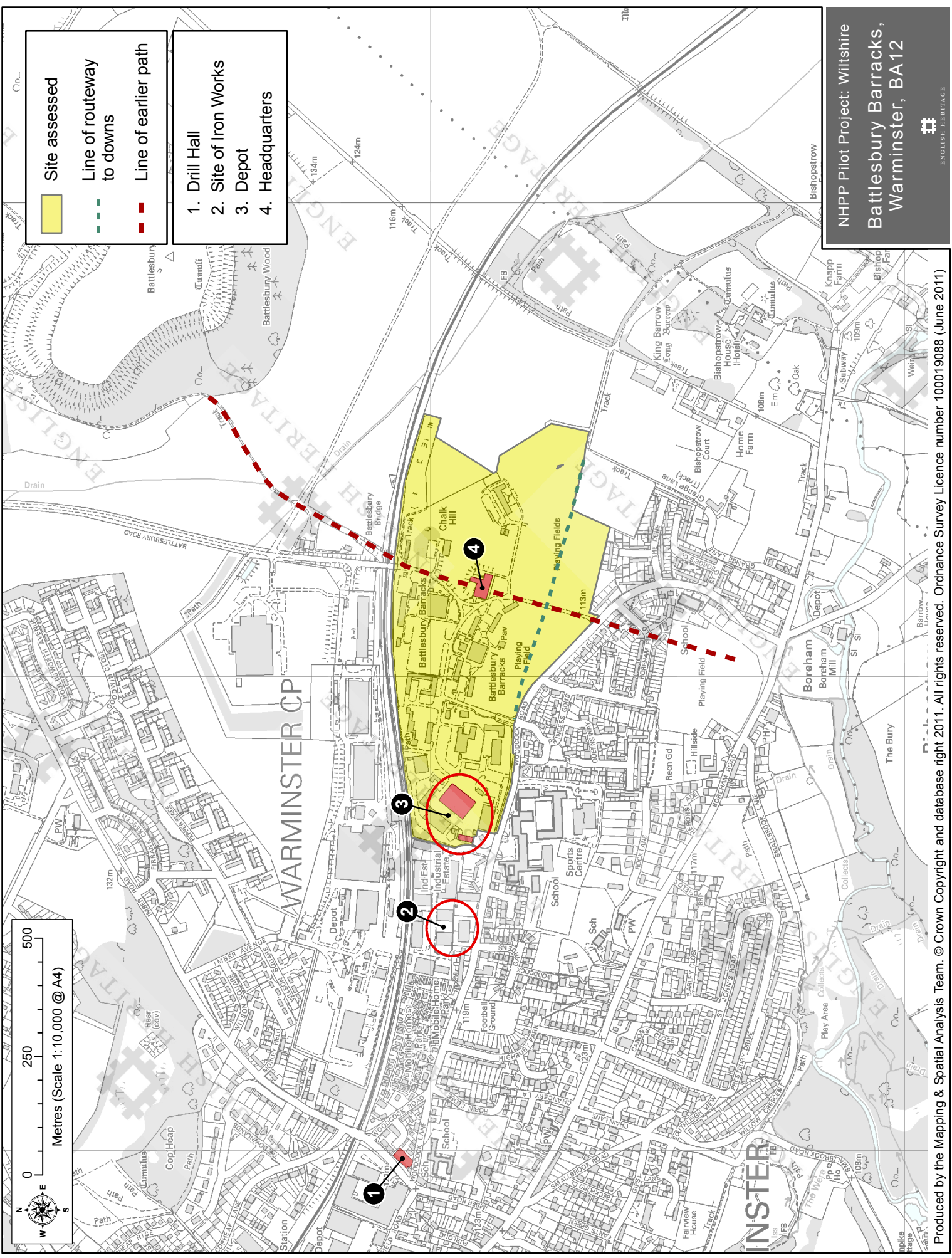
The proposed future thematic survey of depots, drill halls, and militia sites may establish the depot as a rare survival, in which case new claims to significance will have to be assessed.

Potential for further management or planning guidance:

If the site is faced with major redevelopment or disposal a short report to inform the masterplanning process should be produced, considering its archaeological potential and indicating how the inherited character of the site can inform future change. It is recommended that this report try to establish the comparative rarity of the depot.

Part C: Background information

Date of site visit: 31 March 2011 (drive-past only)	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 6 April 2011
Amended by: Jeremy Lake	Date: 20 April 2011 13 May 2011



Site assessed

Line of routeway to downs

Line of earlier path

1. Drill Hall
2. Site of Iron Works
3. Depot
4. Headquarters

NHPP Pilot Project: Wiltshire
 Battlesbury Barracks,
 Warminster, BA12

ENGLISH HERITAGE



Battlesbury, Wiltshire, the mid-1930s equipment store is in the lower centre foreground and to the right are the barrack buildings. © English Heritage NMR 26913-03

Westbury: Leighton House

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Leighton House	
Summary: A house of c1800 with substantial late nineteenth-century additions to the rear set within a mid nineteenth-century designed landscape divided into two halves by a road. One hut (relocated) and brick blocks also survive from its development between 1938 and 1940 as a convalescent hospital, reflecting the military use of country houses and their parks during the two World Wars and in rare circumstances to the present. The eastern half of the park retains a stable block of 1842-1886 and walls enclosing a kitchen garden.	
Area: approx 19.2 hectares	NGR: ST 86745 50379
Parish: Westbury	NMR/HER nos: 1539632, 1539720, 1539714
Location: to the south of Westbury town centre, north of the hamlets of Chalford and Westbury Leigh	Street/house number:
Type/period/form: Park/nineteenth century/landscape House/nineteenth century/extant building Stables/nineteenth century/extant building Gates/nineteenth century/extant building Hospital/Second World War/extant building Officers' mess/late twentieth century/extant building	
Designated heritage assets Designated heritage: Leighton House is a grade II listed building built and altered in the nineteenth century (UDS 1181392, LB 313173). The side gates and piers are also listed grade II (UDS 1181290, LB 313174). On the east side of Warminster Road there is a listed grade II stable block (UDS 1181290, LB 313164). The descriptions for these were revised and issued as amendments in September 2011, following the recommendations made after an initial field visit.	
Undesignated heritage assets and other environmental designations There are no other designated heritage assets or natural heritage designations on this site.	
Landscape and settlement context: The park is bisected by the Warminster-Trowbridge road (A350), and connected by a bridge. The present-day park around Leighton House to the west comprises the remnant of an earlier (probably sixteenth-century) park which extended to the south but was developed for housing in the late twentieth century (see History and	

description of the site for further details). It was ringed by roads around which were set nineteenth-century villas and houses set within orchards: these have all been subject to infill and housing development over the twentieth century. The park to the east, which dates from 1842-86, originally opened eastwards towards a home farm and its fields. Mid-late twentieth-century houses have encroached upon the northern and eastern fringes of this part of the park. All the parkland and the twentieth-century housing around and within it overlies a number of medieval and earlier field systems or rectilinear features shown on the National Mapping Programme layer.

History and description of the site:

Leighton House was built c1800 by Thomas Henry Hele Phipps (dated by the hopper on the main house, with the Phipps' initials incorporated). As constructed it was a symmetrically-arranged five-bay house with projecting open single-storey porch to the south. The house sits within Leighton Park which had been laid out around the earlier Leigh House (south of Laverton Road) perhaps as early as the sixteenth century. The park was formed of two sections north and south of the current Laverton Road. As well as Leigh House, Leighton Park also contained a further house, present by 1773, to the west of the present Leighton House. Both earlier houses were retained after the construction of Leighton House, and the 1808 enclosure map indicates that Leighton 'Park' also incorporated parts of the settlements of Chalford and Westbury Leigh, as well as enclosed fields. The 1842 Tithe map reveals that at this date more of the land around the house had been opened up as parkland, but most of the earlier buildings had been retained including a stable block at the western limit of the northern part of the park, opposite the earlier Leigh House.

At some stage between 1842 and 1886 the park saw widespread reorganisation, with the demolition of many of the earlier buildings including both earlier houses, the stable block and other buildings within the park associated with the adjacent settlements. Around the house the newly enlarged park was laid out as a designed landscape, most notably with the creation of the lake immediately north of Laverton Road. It is likely that the gate and lodge adjacent to Warminster Road were also created as part of this phase. The park was also expanded eastwards with the purchase of the area of farmland bounded by Warminster Road, Wellhead Lane and the river. This land was also laid out as parkland with the construction of the present stable-block and the adjacent walled garden. Whether these changes were gradual over the forty years between the Tithe map and the first edition Ordnance Survey, or part of one coherent planned phase, is not clear. The only changes to the house as part of this phase were the additions of two two-storeyed bay windows to the north elevation.

In 1888 the estate was purchased by William Henry Laverton, a local mill owner. Immediately after the purchase he undertook considerable alterations, largely focussed on the house, with the construction of a two-storeyed east wing, the conservatory to the west and a billiard room to the north. These alterations were complete by the summer of 1888, but less than two years later a second phase had been completed incorporating (probably) the heightening of the east wing to three storeys (matching the earlier house's profile), and further rooms to the rear of the east wing including the highly-decorated corridor now linking the dining room and offices in the east wing. This phase was complete by 1890, as indicated by a date incorporated into one of the doorways in the northern corridor. A contemporary newspaper article identifies the architect of these alterations as Frank Willis of Bristol; this may be a misprint for Frank

Wills, a noted Bristol architect of the period. Laverton also added a cupola to the earlier stable block, with a prominent Laverton shield, and north of this a theatre building (demolished in the 1960s). Laverton sold the estate in 1921, and it became a school, Victoria College. The school appears to have used only the existing buildings; the stable block became the classroom block, with the subdivision of the former coach house (the north wing) into smaller rooms with a corridor defined by timber panelling. The school closed in 1936 and the site was empty and for sale until the outbreak of war.

The site was requisitioned in 1939 as a convalescent hospital, and by 1941 hutting and permanent blocks had been built around the house. Most of the huts were removed after the war, but some of the larger blocks have survived including a 'Living Hut', the Quarter Masters' Store, the dining room, the path lab and the entrance guard house. The stable block was converted for use as female wards. In 1949 it became the Commissions Board which selects officers for the Royal Military Academy in Sandhurst and the huts were removed, with the exception of one surviving to the south-east of the main park, which may have been relocated from elsewhere in the parkland. Some buildings have subsequently been replaced, and houses built on the periphery of the park.

The site is divided into two areas by Warminster Road:

The house and park

The house was built c1800 within a smaller open park surrounded by farmland, and buildings associated with the settlements of Chalford and Westbury Leigh. In the mid nineteenth century this was redeveloped as a larger park with lawns, open pasture and a small boating lake. This layout is broadly that which survives, albeit with alterations associated with the construction and removal of the hut blocks of the convalescent hospital, and now the extensive assessment obstacle courses of the officer selection board. Plantations with mature trees dating from 1842-86 fringe the park and form a crescent of planting and trees to the south and west of the south-facing house. To the east of the house are brick ward and office blocks built 1938-40 and a large block of c2000. To the south east of the house is a lone survival of wartime hutting, which is not shown on the 1941 OS map and is thus probably relocated. An access road, which was built to provide access to the hutting, still loops into the park to the north of the site. There is a loose cluster of post-1950 small-scale buildings to the north-east.

The eastern site

This comprises an eastward extension of the park, originally laid out in the mid nineteenth century. The open area to the south is bordered by trees and planting to the south and west, and retains a brick block of 1938-40, the former Quarter Master's Store. The scalloped edge to the planting on its north side represents the southern boundary of an extensive orchard and kitchen gardens, there now being mid twentieth-century housing within the orchard and eastern area. To the west of the kitchen gardens is the quadrangular stable range of mid nineteenth-century date and to its north-east a cluster of nineteenth and twentieth-century minor estate buildings and garages.

Assessment of significance

This is a fine example of an early nineteenth-century house within a mid-nineteenth-century designed landscape, including an impressive stable block, walled garden with its

complete suite of walls, gates and lodge building. The buildings erected for the convalescent hospital, while lacking strong intrinsic significance, provide an increasingly rare testament to the requisition of country houses and their parks during and between the two World Wars.

References to further sources of information:

'Westbury: Introduction', *A history of the county of Wiltshire: Volume 8: Warminster, Westbury and Whorwellsdown Hundreds* (1965), pp. 139-148. URL: <http://www.british-history.ac.uk/report.aspx?compid=16095> (date accessed: 04 May 2011).

Note that the information about the date of the buildings in the VCH is incorrect.

Wiltshire Community History

<http://history.wiltshire.gov.uk/community/gettimeline.php?community=Westbury> (date accessed: 4 May 2011).

Photographs in Property Services Agency Collection, NMR Swindon

Westbury, Leighton House

P/G30575 WI. WESTBURY LEIGHTON HOUSE EXT. 10 1990 C

P/G30576 WI. WESTBURY LEIGHTON HOUSE EXT. 10 1990 C

P/G30575 WI. WESTBURY LEIGHTON HOUSE PRESENTATION CEREMONY
10 1990 C

Drawings in Property Services Agency Collection, NMR Swindon

Westbury: Camp, BFD/60

Leighton House 1957, BFD/61

Wiltshire and Swindon History Centre:

EA 76: Westbury Enclosure Award 1808

TA Westbury : Tithe Map and Apportionment 1842

Phipps of Chalcot collection (540), including eighteenth and nineteenth-century deeds and correspondence. Useful documents include 540/281, an undated tracing paper sketch of one of the bay window extensions to the north of the main house. It also includes extensive family correspondence which may include references to the mid-nineteenth-century alterations to the park.

Laverton of Westbury collection (816) including extensive commercial records. Useful documents include 816/50 draft deed of conveyance from RLH Phipps to WH Laverton. 816/53 Sales particulars, plans and photographs – 1921.

G17/155/1 Sales particulars of Victoria College 1927-1936

L7/420/3 1939-54 Victoria College (Leighton House) used as a hospital including plan of military hospital buildings

Part B: Recommendations

Recommendations for further recording, research or investigation:

Research undertaken prior to any development proposals for the site these buildings can inform the design and planning processes, in particular:

- Further research of the Phipps papers (Wiltshire and Swindon History Centre) may help to clarify the development of the park between 1842 and 1886, particularly the date of construction for the stable-block, walled garden and lodge.
- Further research on Frank Wills (Bristol Record Office) may confirm him as the architect responsible for the late nineteenth-century alterations to the house.

A basic photographic and historic record of the site (for example Level II recording as outlined in English Heritage's 2006 *Understanding Historic Buildings*) should be undertaken in order to inform any redevelopment of the site, and be made available as a public record through the local Historic Environment Record and the National Monuments Record.

Heritage assets which merit consideration for designation:

It was recommended that the descriptions for the existing statutory designations for Leighton House, the stable block, and the gate piers and side gates, are reviewed and enhanced. The descriptions for these were revised and issued as amendments in September 2011.

The whole park may merit consideration for local designation (through local listing or conservation area designation) by the local planning authority under PPS 5. It has clear significance as both a setting to the listed house and stable block, as a designed landscape of the mid nineteenth century, and for the retention of a range of planting, buildings and structures which relate to its development as a Victorian park and as a military hospital.

In particular, the following individual assets might be considered for local designation:

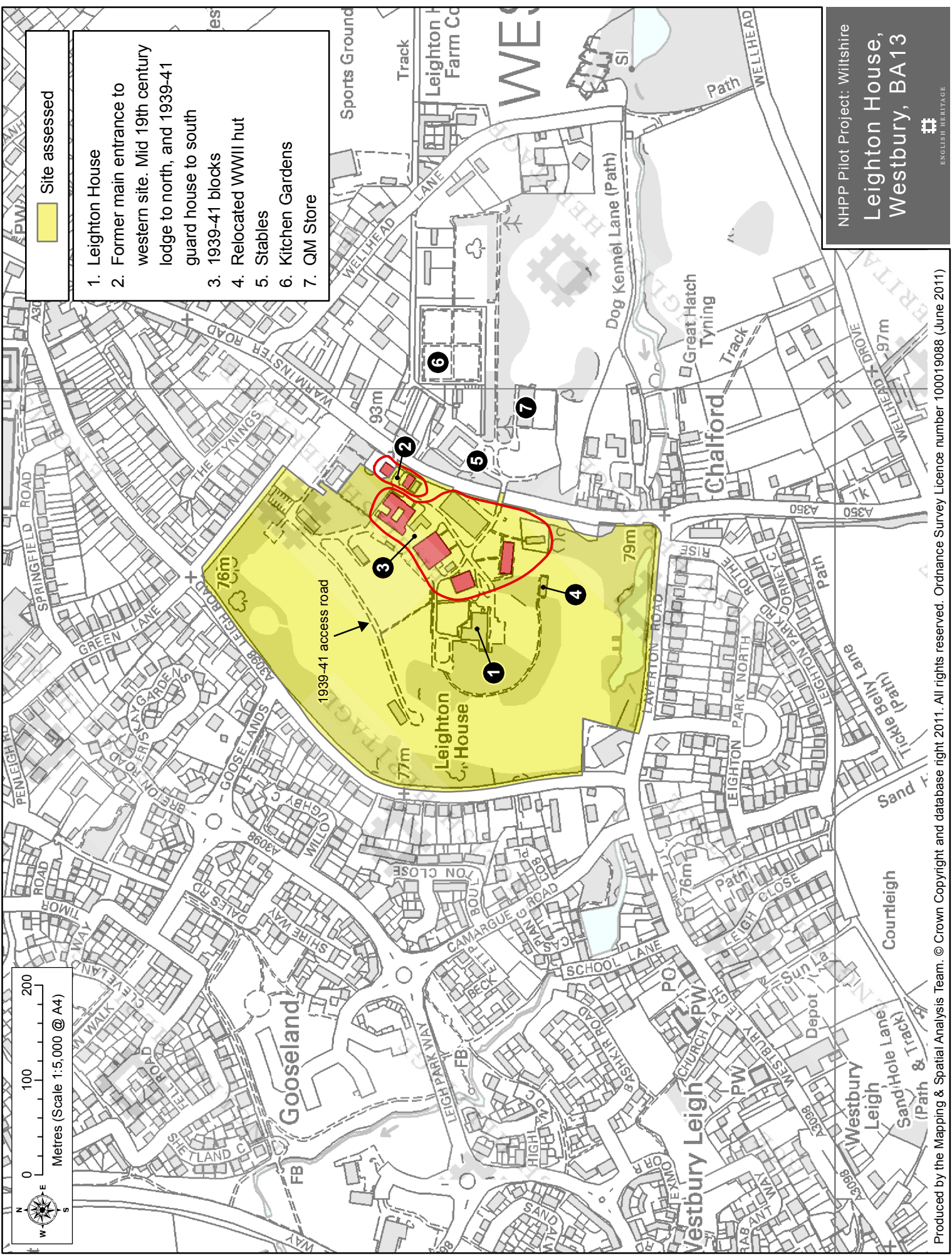
- The mid nineteenth-century walled kitchen gardens
- The mid nineteenth-century lodge

Potential for further management or planning guidance:

This is a large site with clear potential for more detailed guidance prior to sale and any masterplanning.

Part C: Background information

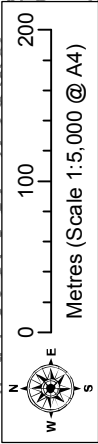
Date of site visit: 5 May 2011	Attended by: A Brodie, R Lane, E Godfrey, C Daniell
Record author: Jeremy Lake	Date: 3 May 2011
Amended by: R Lane Jeremy Lake	Date: 18 May 2011 19 May 2011



Site assessed

1. Leighton House
2. Former main entrance to western site. Mid 19th century lodge to north, and 1939-41 guard house to south
3. 1939-41 blocks
4. Relocated WWII hut
5. Stables
6. Kitchen Gardens
7. QM Store

NHPP Pilot Project: Wiltshire
Leighton House,
 Westbury, BA13





Westbury, Leighton House, Wiltshire. © English Heritage NMR 26909-001

Wilton: Erskine Barracks

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Erskine Barracks	
Summary: Erskine Barracks mostly dates from 1952-1968, replacing hutted barracks built on former farmland in the Second World War. To the north are married quarters dating from 1938 which are now in private ownership. The officers' mess and quarters to the south was built on the site of an early nineteenth-century model farmstead immediately to the north of Wilton Park. This displays a transition from formal to informal planning in the design of military barracks, this and the planning of the mess and its garden as a reception area, probably reflecting its high officer complement early in the Cold War. The main barracks to the north retain office buildings, including a large four-storey office block, which reflect the site's role as the headquarters of UK Land Forces until 2010.	
Area: 16.95 hectares	NGR: SU 10543 31772 (FCE)
Parish: Wilton	NMR/HER nos: 1538833
Location: northern edge of Wilton town	Street/house number: The Avenue
Type/period/form: Park/sixteenth century Military base/Second World War/extant building Military base/late twentieth century/extant building Military base /twenty-first century/extant building Barracks/?Second World War/extant building Barracks/ late twentieth century/extant building Barracks/twenty-first century/extant building	
Designated heritage assets No designated assets on the site. Across the railway to the south is Wilton Park which is designated at grade I on the Register of Parks and Gardens (UDS 1000440, PAG 1408). The corresponding AMIE record polygon includes the northwards approach to the park (The Avenue, see Landscape and settlement context below), outside the PAG Register boundary that runs along the whole north-west edge of the Barracks (AMIE 214657).	
Undesignated heritage assets and other environmental designations A number of plaques have been removed, and it is presumed that they have gone to Andover.	
Landscape and settlement context: Erskine Barracks occupies a rectangular block of land, intersected by a section of the Great Western Railway built in 1856, inherited from a rectilinear grid of fields enclosed from Wilton Park in the early nineteenth century. Wilton House and its park was	

developed after 1544 by the Earls of Pembroke, after the Dissolution of its famous Benedictine nunnery, and is best known for the Palladian work to its south front, gardens and interior (the famous Cube Room) in the 1630s.

The Avenue which forms the western boundary of the site dates from 1821, and connected Wilton House and the Salisbury-Wilton road to the Salisbury-Devizes road to the north. The Park was enclosed at about this time, and Fugglestone Farm (a hexagonal model farmstead) was built by 1828 on the site of the present officers' mess and as the focus of a farm that had been consolidated over the seventeenth and eighteenth centuries.

The eastern boundary of the site follows the line of a routeway which extended from Fugglestone Farm to an outfarm (Red Barn) established on the enclosed downland to the north-east by the early nineteenth century.

History and description of the site:

Erskine Barracks was the headquarters of UK Land Forces before it was moved to the Marlborough Lines at former RAF Andover in 2010. UK Land Forces was formed out of 5 regional commands in 1972, Erskine being the HQ for Southern Command.

Aerial photography and site inspection confirms three main phases in the development of the barracks:

1. 1938/9-1952. The married quarters to the north comprised the first part of the site to be constructed out of permanent materials, and the aerial photographs of 1952 indicate that construction has commenced on the main barracks blocks.
2. 1952 -1968. Completion of the barracks (mostly in or soon after 1952), offices and buildings on the officers' mess and quarters site. The architects for the large HQ office building to the west and the officers' mess to the south was the Salisbury-based Brandt Potter Hare Partnership, formed in 1967 by Robert Potter, the celebrated church architect, and Richard Hare.
3. 1990s-2005. Three barracks to east of site and adaptation of the barracks buildings.

Planting dating from the 1950s, and to the south of the railway incorporating earlier trees, makes a significant contribution to the overall character of the site which is divided by the railway into two parts.

The Northern Site, which comprises:

- the married quarters to the north west, completed by 1952 and orientated around a square which opens onto The Avenue. The two detached houses to the south were completed after 1952.
- the loosely-planned clusters of office buildings to the west, extending towards a large car parking area to the south. These are dominated by a large four-storey main office block of 1964-8 which is orientated along the slope at right angles to the main barracks ranges and stands over a tall basement. To the north is a decontamination annexe for shelter and treatment in case of aerial gas attack, and to the south are the guard house and another range of office buildings.
- the formally-planned group of barracks to the eastern side of the site, which are sited on terracing built out of the sloping ground which enables them to be orientated south-west.

- The main barracks were built in or soon after 1952, and comprise brick and hip-roofed blocks that derive from 1930s neo-Georgian barracks but are embellished with circular stair windows and other detail taken from Dutch Expressionist architecture of the same period. By 1968 they were linked by a long covered walkway with two additional gabled blocks facing east.
- To the centre an additional detached barracks block facing south into a parade ground with a sports hall complex sited to its east. To the north of the sports hall are three barracks blocks of c2000 that face into an open square that is open to the south-east.
- To the north an NCOs' mess, built after 1952 with a projecting gable-fronted wing but broadly consistent in style with the barracks, that faces south into an open-air seating terrace and car parking area. There is a large open area to its north. To its east is a generating station, which in its window detail and waved profile to the flat roof clearly displays the influence of 1930s Dutch Expressionist architecture.

The Southern Site to the south of the railway

This was built on the site of an octagonal planned farmstead which is shown in aerial photographs in 1952 with ornamental planting to its south. Open lawns and vestiges of the earlier ornamental planting scheme remain to the south of this site. This site was intended as a building to be approached by car from The Avenue, and the road sweeps past a planted rockery to a drop-off point for entry into an entrance with views into the garden terrace and access to a large mess hall with a grand fireplace and laminated wide-span roofing. The mess hall is attached to two accommodation blocks, the whole being roofed in copper. To its east is a large group of garages, reflecting the importance of the car in the lifestyle of officers.

Assessment of significance

The barracks of 1952 display the influence of neo-Georgian planning and architecture which had been dominant in barracks architecture from the 1890s. The offices, in particular the four-storey block, displays the role of the site as an army headquarters. Although the main mess and quarters on the southern officers' site lack legibility other than in the formal approach described above, it embodies a strikingly different approach to the neo-Georgian formality associated with officers' quarters of the preceding 160 years. It and its garden is the most significant element of the site, reflecting post-war developments in barracks architecture, influence of contemporary church architecture in the porch and mess interior, and the requirements (including entertainment) of the high officer complement of Erskine as an army headquarters.

References to further sources of information:

Aerial photographs of April 2011, in National Monuments Record, Swindon
 Historic aerial photography in NMR, Swindon
 RAF/58/901/V/5036-43
 RAF/540/854/RP/3158-60/ 29 Aug 1952
 RAF/540/854/RP/3174-5/ 29 Aug 1952
 MAL/71016/V/24-5/ 22 MAR 1971
 RAF/58/8970/ V/150-1/ 22 AUG 1968

Drawings in Property Services Agency Collection, NMR Swindon
 Military H.Q. Southern Command 1947

BFD/63

British History On-Line (<http://www.british-history.ac.uk/report.aspx?compid=41774>) for Victoria County History: Wiltshire, 1962, Vol. 6, pp. 37-50.

Pevsner, N. and Cherry, B. (1975) *The Buildings of England: Wiltshire*, London, Penguin, p. 588

Obituary of Robert Potter: www.ribaj.com/index.php/feature/article/obituary_feb11
Accessed 18 May 2011

Part B: Recommendations

Recommendations for further recording, research or investigation:

A basic photographic and historic record of the site (for example Level I recording as outlined in English Heritage's 2006 *Understanding Historic Buildings*) should be undertaken prior to demolition and any redevelopment of the site, and be made available as a public record through the local Historic Environment Record and the National Monuments Record. There should be a more detailed record, including documentary sources and consideration of the academic interest of the site in view of our poor knowledge of post-1914 barracks, of the architecture of:

- The HQ building, with a consideration of how its internal ordering might reflect hierarchies, communications, command and control functions, and provision for emergency operations.
- The officers' mess.

Where records and archives, including building drawings and site plans, remain on the premises, these should be evaluated. Any papers of historical interest should be deposited in a publicly-accessible archive.

Heritage assets which merit consideration for designation:

English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria. However, future investigation may highlight new claims to significance which will have to be assessed.

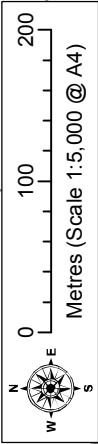
The entry for the designed landscape at Wilton Park (grade I Parks and Garden, PAG 1408) should be reviewed to ensure that the boundary is correct and the description up to date. This should be a rapid scoping exercise in the first instance; it may well be found that no further action is required.

Potential for further management or planning guidance:

Site in disposal. Understanding of the historic character of the site, in particular the distinction between the terraced and more formally-planned northern site and the southern officers' site which developed from a model farmstead in Wilton Park, should feed into the process of masterplanning. This should include consideration of the significance of the officers' mess and its associated garden that arises from any detailed record, and its incorporation into any scheme for redevelopment.

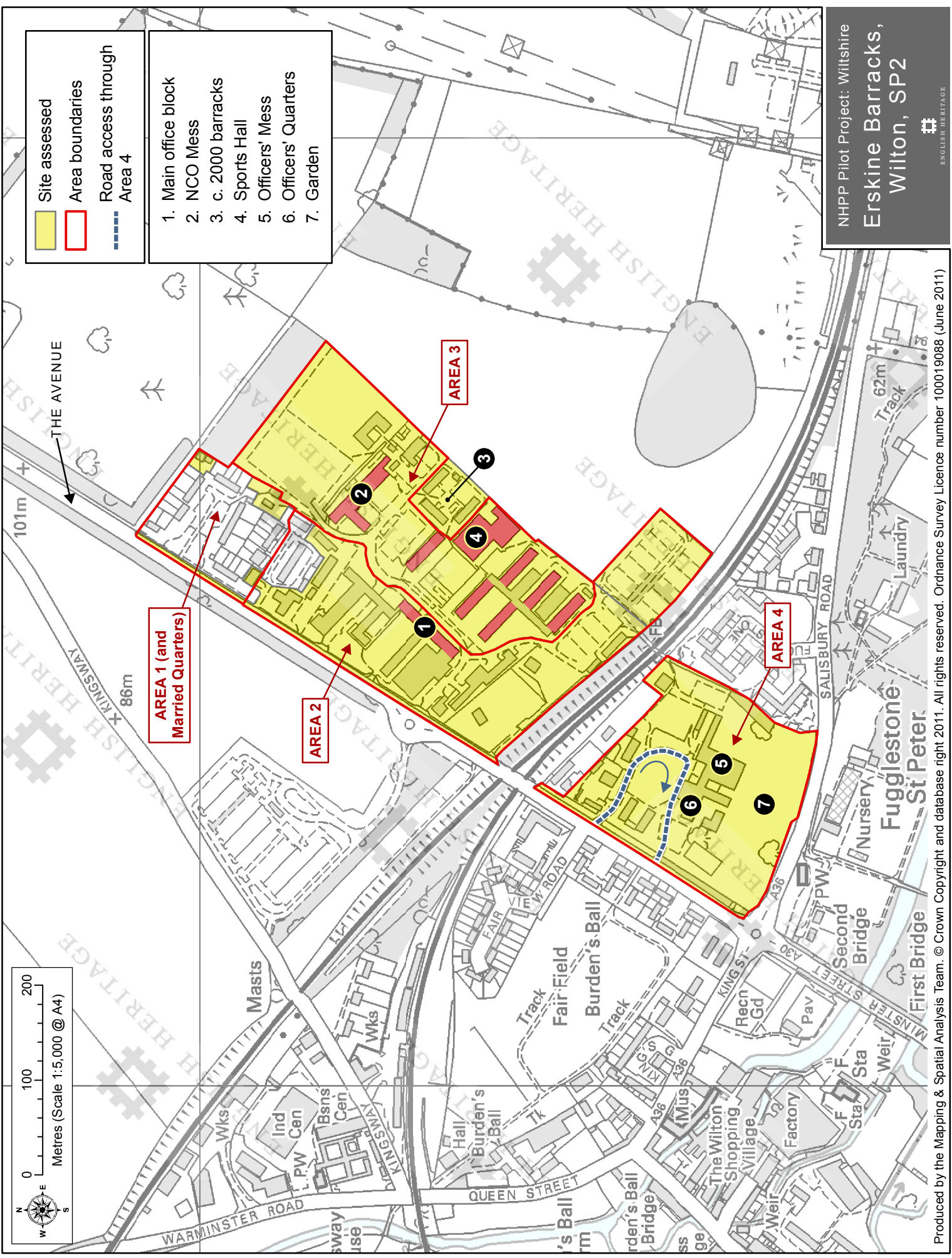
Part C: Background information

Date of site visit: 31 March 2011	Attended by: Wayne Cocroft, Jeremy Lake, Roger JC Thomas
Record author: Jeremy Lake	Date: 7 April 2011
Amended by: Jeremy Lake	Date: 3 May 2011 27 May 2011



	Site assessed
	Area boundaries
	Road access through Area 4

1.	Main office block
2.	NCO Mess
3.	c. 2000 barracks
4.	Sports Hall
5.	Officers' Mess
6.	Officers' Quarters
7.	Garden



NHPP Pilot Project: Wiltshire
Erskine Barracks,
 Wilton, SP2





Erskine Barracks, Wilton, Wiltshire, to the centre right is the former Land Forces UK head quarters building, the buildings surrounding it were principally barrack blocks and other accommodation. © English Heritage NMR 26912-001



Erskine Barracks, Wilton, Wiltshire, late 1950s or early 1960s officers' mess, attributed to the Salisbury architectural practice of the Brandt, Potter, Hare Partnership. Its large size probably reflects the high percentage of officers stationed at the head quarters. © English Heritage NMR 26912-046



Erskine Barracks, Wilton, Wiltshire, planted approach to the officers' mess. © English Heritage



Erskine Barracks, Wilton, Wiltshire, early 1950s barracks with later pitched roof. © English Heritage

Wilton: Land parcel at Bulbridge

Part A: Information for transfer to AMIE database and uploading to Pastscape

Site name: Land parcel at Bulbridge	
Summary: The remnant of a formerly octagonal field, the remainder of which was developed for housing in the mid twentieth century.	
Area: 2.73 hectares	NGR: SU 408829 130222
Parish: Bulbridge	NMR/HER nos:
Location: southern edge of Wilton	Street/house number: South Street (west side)
Type/period/form: Field/nineteenth century and earlier/extant	
Designated heritage assets There are no designated heritage assets or natural heritage designations on this site.	
Undesignated heritage assets No designated assets in vicinity of site except to the east of South Street (and separated by the mid twentieth-century housing development) Wilton Park which is designated at grade I on the Register of Parks and Gardens (UDS 1000440, PAG 1408). Around 500m north west of the parcel is an area that is linked to documentary evidence of a medieval settlement with some earthworks (South Ugford AMIE UID 214680). There is an accompanying AMIE record for documentary reference to a chapel here which had disappeared by the mid C16 (AMIE 1110061). Close to the road near Warren Down was a find of a Roman period Trumpet broach AMIE 969956. Also not on the parcel but c700 metres to the west is a possible Bronze Age barrow AMIE 214674.	
Landscape and settlement context: The area has pre-1800 fields interspersed with small blocks of regular eighteenth and nineteenth-century fields and less regular twentieth-century fields.	
History and description of the site: This is the remnant of a rectangular field, part of a landscape of fields with regular boundaries resulting from the reorganisation of the farming landscape early in the nineteenth century.	
Assessment of significance	
References to further sources of information:	

Part B: Recommendations

Recommendations for further recording, research or investigation:
If there is development within this site, there needs to be some consideration of the potential to recover information relating to medieval and earlier land use.
Heritage assets which merit consideration for designation:
English Heritage considers that there are no assets of national significance that merit consideration for statutory designation under current criteria.
Potential for further management or planning guidance:
None

Part C: Background information

Date of site visit:	Attended by:
Record author: Jeremy Lake	Date: 27 May 2011
Amended by:	Date:



ENGLISH HERITAGE RESEARCH AND THE HISTORIC ENVIRONMENT

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- * Assessment (including Archaeological and Architectural Investigation, the Blue Plaques Team and the Survey of London)
- * Imaging and Visualisation (including Technical Survey, Graphics and Photography)
- * Remote Sensing (including Mapping, Photogrammetry and Geophysics)

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