

Heyford Park Flying Field Strategies.

Heyford Park, Camp Road, Upper Heyford.

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1. Introduction

1.1. This document has been prepared in support of Condition 38 of Planning Permission 18/00825/HYBRID, which granted outline planning permission for the redevelopment of the site at Heyford Park, including the demolition of a number of buildings and structures, and the change of use of existing building and areas within the site.

1.2. Condition 38 of the hybrid permission requires that Strategies for the following matters be submitted to the local Planning Authority for approval in writing, and thereafter be implemented across the Flying Field:

- Parking
- Lighting
- Signage
- Waste Management
- Fencing
- Air Conditioning
- Alarms

1.3. For clarity, the strategies appended to this document will apply only in respect of the Flying Field as defined within the s106 agreement dated 8th September 2022 and shown in green on the plan provided at **Appendix 1** of this document.

1.4. Condition 38 reads as follows:

“Strategies for the following matters shall be submitted to the Local Planning Authority for approval in writing and thereafter to be implemented across the Flying Field as follows:

(i) the submission for approval of a Parking Strategy for the whole Flying Field within 6 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this permission before any part of that building is occupied; and

b) in respect of all existing occupied buildings within 9 months of the date of this permission;

(ii) the submission for approval of an overall Lighting Strategy within 3 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this planning permission before any part of that building is occupied; and



b) in respect of all existing occupied buildings within 9 months of the date of the approval of the Lighting Strategy;

(iii) the submission for approval of an overall Signage Strategy within 3 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this planning permission before any part of that building is occupied; and

b) in respect of all existing occupied buildings within 9 months of the date of the approval of the Signage Strategy;

(iv) the submission for approval of an overall Waste Management Strategy within 3 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this planning permission before any part of that building is occupied; and

b) in respect of all existing occupied buildings within 9 months of the date of the approval of the Waste Management Strategy;

(v) the submission for approval of an overall Fencing Strategy within 6 months of the date of this permission. The Strategy shall thereafter be implemented within 18 months for fencing on the periphery of the Flying Field and thereafter prior to occupation of individual buildings on the Flying Field;

(vi) the submission for approval of an overall Air Conditioning Strategy within 3 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this planning permission before any part of that building is occupied; and

b) in respect of all existing occupied buildings within 9 months of the date of the approval of the Air Conditioning Strategy;

(vii) the submission for approval of an overall Alarms Strategy within 3 months of the date of this permission. The strategy as approved shall be implemented:

a) in respect of any building which was not occupied on the date of this planning permission before any part of that building is occupied; and

b) in respect of all existing occupied buildings within 9 months of the date of the approval of the Signage Strategy.

In respect of any of the above Strategies, if such approval is withheld or an approved scheme is not implemented within the relevant above timescale, the use of any building otherwise permitted by this permission shall cease within 12 months of the date of refusal or the end of the time period for implementation."

2. The Strategies

2.1. For clarity and flexibility of use, the Strategies are set out in the Appendices to this document as follows:

- The Parking Strategy – **Appendix 2**
- The Lighting Strategy – **Appendix 3**
- The Signage Strategy – **Appendix 4**
- The Waste Strategy – **Appendix 5**
- The Fencing Strategy – **Appendix 6**
- The Air Conditioning Strategy – **Appendix 7**
- The Alarms Strategy – **Appendix 8**

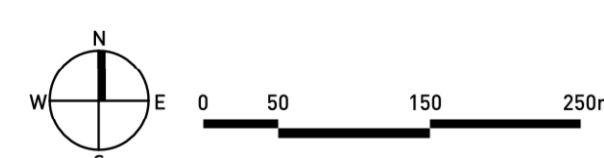
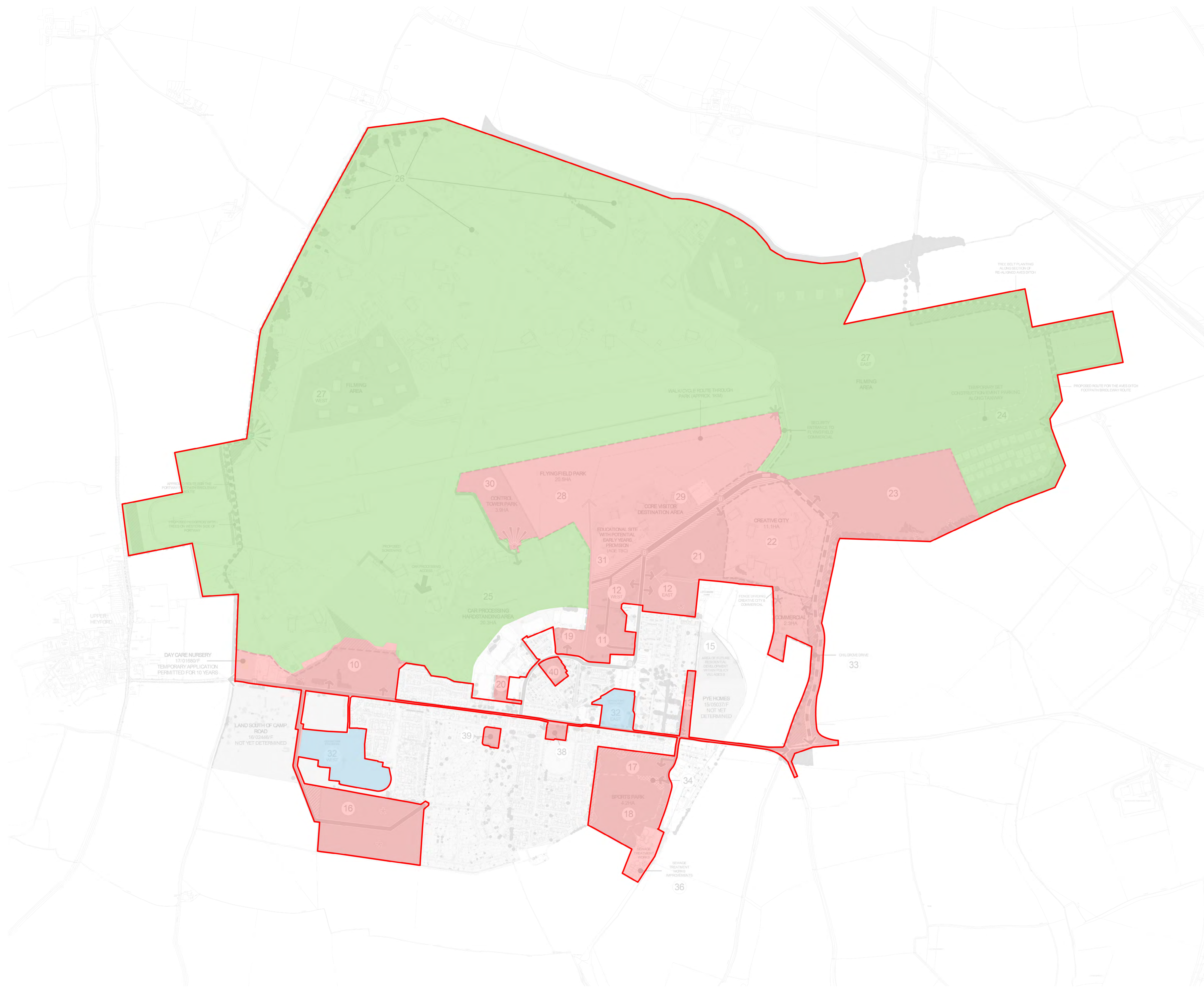
2.2. Should any updates or amendments need to be made to the Strategies, it is envisaged that the relevant Appendix will be able to be updated individually.

2.3. It should be noted that the Strategies do not apply to any of the Listed Buildings on the Flying Field (Buildings 325,327,328,340) nor any structure within the Scheduled Ancient Monuments (Quick Response Area, Northern Bomb Stores, Building 299) and any works to those building/structures in relation to the matters covered by the Strategies will require the relevant consent from the Local Planning Authority and English Heritage respectively.



Appendix 1: Site Plan

- KEY**
- APPLICATION BOUNDARY
 - OBLIGATION LAND
 - FLYING FIELD LAND
 - SCHOOL SITES



HEYFORD PARK - OBLIGATIONS LAND PLAN





Appendix 2 – The Parking Strategy

Implementation

- The Parking Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Parking Strategy in respect of all buildings occupied on or prior to 9th September 2022.
- The Parking Strategy will not apply to any vehicles or land associated with the approved Car Processing Area as shown on the approved Composite Parameter Plan reference P16-0631_08 rev AM.

Vehicular Parking on the Flying Field

- It is proposed that parking will occur:
 - in areas that were historically used for that purpose as far as possible; and
 - as near to the buildings to which the parking relates.
- Where historical markings are visible the parking area will be provided in that location. Where there are no visible markings present, the parking area will be provided to the side or front of the buildings, dependant on building type.
- Parking areas will be located with due consideration of:
 - Vehicle manoeuvring requirements; and
 - Potential access restrictions to hardstanding areas which may be caused by open hanger doors (potentially restricting access to the side or rear of the buildings in some instances).
- The level of parking provided for each building will be in accordance with the Council's applicable parking standards.



Appendix 3 – The Lighting Strategy

Implementation

- The Lighting Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Lighting Strategy in respect of all buildings occupied on or prior to 9th September 2022.
- It is recognised that in exceptional circumstances individual operators on the Flying Field may require additional lighting which would fall outside of the guidance set out within this Strategy. Such departures will be assessed on a case-by-case basis, with due regard to operational and other requirements. They will require the approval of the Management Company as well as, express consent from the District Council.

Acceptable types of luminaires

- Where replacement of lighting installed prior to the base closure in 1994 is required, it should, as far as possible, replicate the existing lighting systems in place; and
- Where new lighting is proposed, examples of acceptable luminaires are:
 - Wall mounted flood lighting
 - Wall mounted street lighting
 - Wall mounted luminaires

Acceptable colours/materials

- Where there is a requirement to directly replace luminaires which were installed prior to the closure of the Air Base in 1994, replacements should as far as practicable match the existing lighting systems in terms of colour, in order to respect the historic character of the area and blend into the surroundings.
- Where new luminaires are proposed in new locations where lighting was not present prior to 1994, these will be coloured as to match the host building where possible.
- Black, white and silver plain metal finishes are considered acceptable; however other colours may be appropriate in order to respect the colour of the host building.
- As per the existing lighting present on the Flying Field, new lighting will be made of glass, metal and plastic.



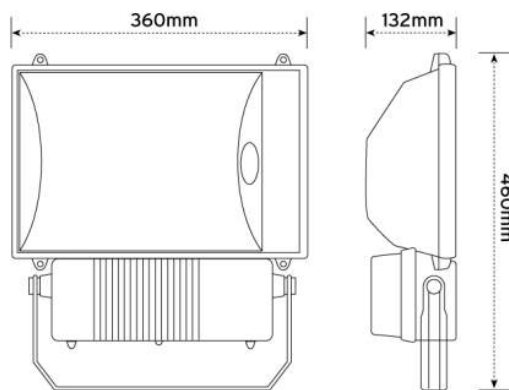
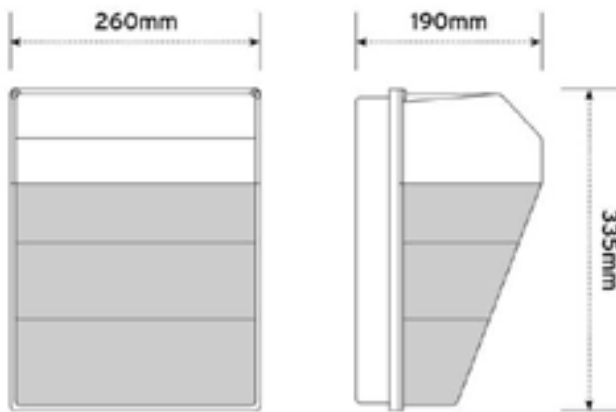
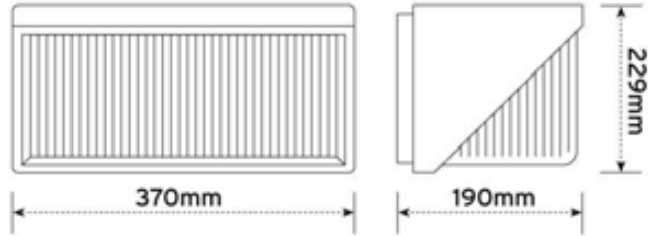
Acceptable locations

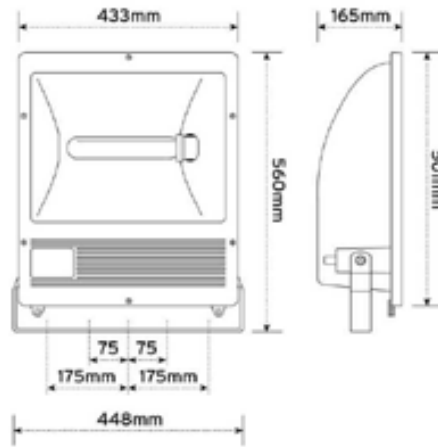
- Replacement luminaires should be located in the same position as the existing;
- The majority of lights will be wall mounted, however given the variety of lighting which was installed prior to the closure of the base in 1994, where existing and in limited circumstances, some lighting may be pole mounted.
- Where required to meet Health and Safety requirements, external emergency lighting will be considered on a building by building basis. It is anticipated that this will most often take the form of 'over door bulkhead' lights; and
- Any new lighting required on any Hardened Aircraft Shelter will be installed on the new infill doors and any existing lighting left in situ.

Night-time appearance

- Non-essential lighting should not operate between the hours of 23:00 and 06:00 and outside of these hours should be manually operated by the building occupier.
- Controls to switch off task lighting when not required should be installed.
- Unless required for health and safety reasons, street lighting within the Flying Field will not operate between the hours of 23.30 and 05.30.
- Movement sensors should be fitted to non-essential lighting to reduce the frequency of spill of light.
- External lighting should be designed and installed in a manner that creates low angles of illumination and (where possible) lower wattage luminaires are used.
- Advantage should be taken of any existing screening which may be provided by the surrounding topography or other physical features e.g. buildings, trees or earth embankments. In the absence of these features, light guards should be fitted to specifically direct light.

Example Luminaires





Appendix 4 – The Signage Strategy

Implementation

- The Signage Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Signage Strategy in respect of all buildings occupied on or prior to 9th September 2022.

Principles

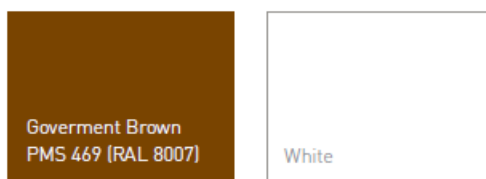
- The requirements of the Signage Strategy will be reviewed on a quinquennial basis unless otherwise agreed with the Local Planning Authority.
- Any historic signage relating to the Cold War era shall be maintained in situ.
- Depending on location and relative weathering of the number, individual building number signs may need to be replaced as per the specification below.

Design Principles

- The following design principles will be adopted for new signage (unless otherwise agreed):

Colour Palette

- General / non-occupier specific signage will follow the Military Conservation palette of White and Government Brown.



Font

- General / non-occupier specific signage will be in Helvetica typeface

Design / Siting

- Freestanding Single Occupier Signs

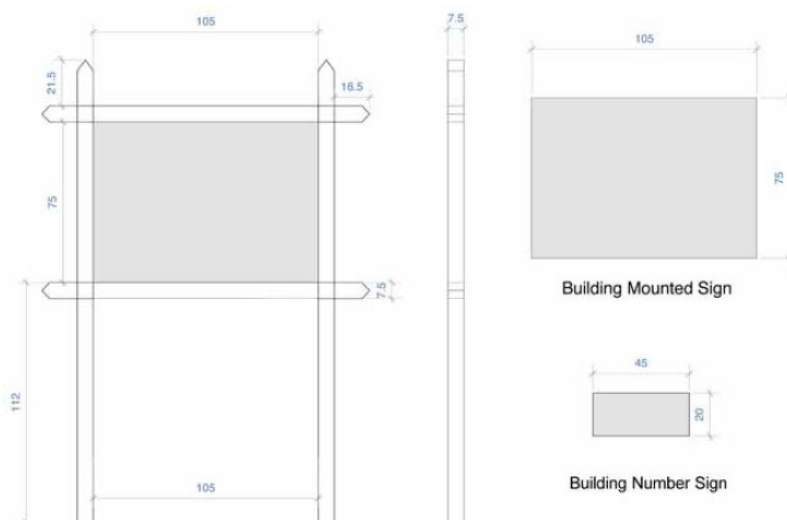
- To be positioned at the primary entrance to a localised area, often relating to a specific building.
- Dimensions: height 2.08m x 1.21m wide. The identifier sign within the frame would measure 750mm x 1050mm.
- Where there is existing free-standing signage from the Cold War era, an additional panel shall be added below the existing frame to show the new occupier logo and text.
- Building Mounted Signs
 - To be located on the primary frontage of the building
 - Dimensions: height 750mm x 1050mm wide.
- Building Number Sign
 - To be located on the primary frontage of the building.
 - Dimensions: height 200mm x 450mm wide.

Materials

- Frame – steel box sections.
- Panels / Building Mounted Signage – Mild steel/aluminium panels (other materials may be acceptable on a case-by-case basis where justified).
- Box signage is not appropriate.

Illumination

- Internally or externally illuminated signage is not acceptable.



Freestanding Single Occupier Sign

Note: All measurements in cm

Directional Signage

- Any new directional signage will accord with the following principles:
 - Colour Palette – Government Brown background White text.
 - Font – Helvetica.
 - Materials – Mild Steel/Aluminium panels.
 - Dimensions – Standard size = 900mm x 200mm
 - Location – directional signage will be placed where vehicles need to depart from the main carriageway.



Directional Signage

Note: All measurements in cm

x



Appendix 5 – The Waste Management Strategy

Implementation

- The Waste Management Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Waste Management Strategy in respect of all buildings occupied on or prior to 9th September 2022.

Acceptable Details

- Where compatible with health and safety, waste/recycling should be kept inside until the day of collection.
- Where internal storage is not possible, waste receptacles should be placed in discrete, ordered and structured locations, directly adjacent to the main building/structure.
- The colour of waste and recycling receptacles will be dictated by the requirements of the individual commercial waste contractors used by the commercial operators of each building.
- In some exceptional circumstances, the external screening of waste receptacles will be required in order to minimise their visual impact upon the wider area. The detail of such screening will need to be agreed with the Local Planning Authority.



Appendix 6 – The Fencing Strategy

Implementation

- The Fencing Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 18 months of the date of the approval of the Fencing Strategy in respect of any fencing on the periphery of the Flying Field.

The Fencing Management Strategy

- The purpose of the Fencing Management Strategy is to ensure the maintenance of a secure boundary to the Flying Field.
- The extent of fencing to be controlled by the Fencing Strategy is that which provides the secure boundary of the Flying Field Plan as defined within the S106 agreement dated 8th September 2022 and shown in green on the plan provided at Appendix 1.
- The materials to be used in the repair of these fences shall, as far as practicable, match the existing wire mesh in terms of colour, material, thickness of strands and spacing of strands to form a similar pattern.
- The fence will be inspected regularly as part of the ongoing security patrols and damage will be reported to the Management Company.
- In the event that the fence is damaged, the Management Company will endeavour to respond to and repair the fence within two weeks of the damage being discovered and reported.

New Fencing

- Unless previously agreed with Cherwell District Council, no new fencing shall be erected within the Flying Field, with the exception of temporary stockproof fencing as per the details set out below and shown in the examples provided at Figures 6.1 and 6.2:
- Any temporary stockproof fencing shall be designed to be of low visibility and shall not be attached to any buildings or structures.
- As existing, stockproof fencing shall either be galvanized wire on wooden stakes or standard electric netting, of sufficient height to control the grazing of animals.

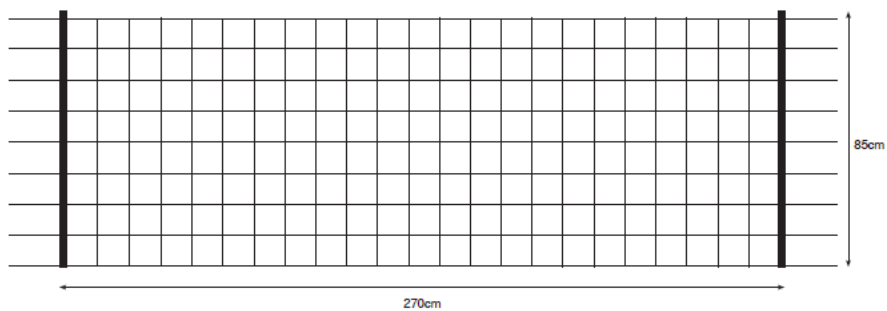


Figure 6.1 – Example of standard electric netting.

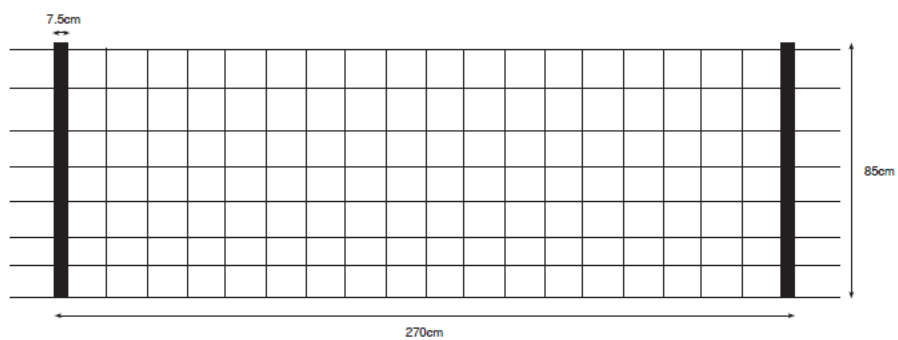


Figure 6.2 – Example of galvanized wire on wooden stakes fencing.



Appendix 7 – The Air Conditioning Strategy

Implementation

- The Air Conditioning Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Air Conditioning Strategy in respect of all buildings occupied on or prior to 9th September 2022.

Acceptable siting/positioning

- Air conditioning units should be located to the rear of buildings, where they should be sited at a low level and positioned next to any other external plant machinery.
- There will be a general presumption against the location of air conditioning units on the principal elevation of buildings throughout the Flying Field.

Acceptable colours, materials, dimensions and appearance

- External air conditioning units should generally be coloured to match the background material and be devoid of any large slogans or typeface.
- Wiring or pipe work associated with air conditioning units should be discretely located and where possible follow mortar lines, or be under the eaves/overhang of the building.
- External air conditioning units should be standard in size (up to 1000x1500x500mm).

Hardened Aircraft Shelters

- With regard to Hardened Aircraft Shelters (HAS) air conditioning units should, where technically feasible, be placed internally.
- Where internal installation is not technically feasible, air conditioning units should be located to the rear of the building at low level, where the winch gear housing will assist in obscuring them from view.



Appendix 8 – The Alarms Strategy

Implementation

- The Alarms Strategy will be implemented as follows:
 - Prior to the occupation of any part of a building which was not occupied on 9th September 2022.
 - Within 9 months of the date of approval of the Alarms Strategy in respect of all buildings occupied on or prior to 9th September 2022.

Acceptable Siting / Positioning

- There will be a general presumption against the location of alarm boxes on the principal elevation of buildings throughout the Flying Field. In certain cases, where alarm boxes have to be located on the front elevation, they should be restricted to locations where they are least visible.
- If an alarm box is to be sited on the gable end of a building it should be located close to the roof's apex. If it is to be sited on the front or rear elevation, it should be located close under the eaves.
- Alarm boxes should sit in line with brickwork.
- Concealed locations on side and rear elevations should also be considered for alarm boxes.

Acceptable colours, materials, dimensions and appearance

- Alarm boxes are generally constructed of plastic and should be painted to match the background materials, or to be a neutral colour (i.e. white, black or brown) and be devoid of any large slogans or typeface.
- Alarm boxes should be standard in size (up to 350mm by 200mm).
- Wiring associated with alarm boxes should be discretely located and follow mortar lines, or be under the eaves/roof's apex of the building.

Hardened Aircraft Shelters

- Alarm boxes should not be sited on the external side walls or main doors of Hardened Aircraft Shelters.
- Alarm boxes should be sited discretely on the 'infill' new panel sections.

Planning (Listed Buildings and Conservation Areas) Act 1990
Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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