

EXTERNAL LIGHTING STRATEGY

Former RAF Heyford Park

Upper Heyford

Strategy submission re condition 25 (ii) and Management Plan for the former Flying Field Action HA14



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01 Introduction/Background

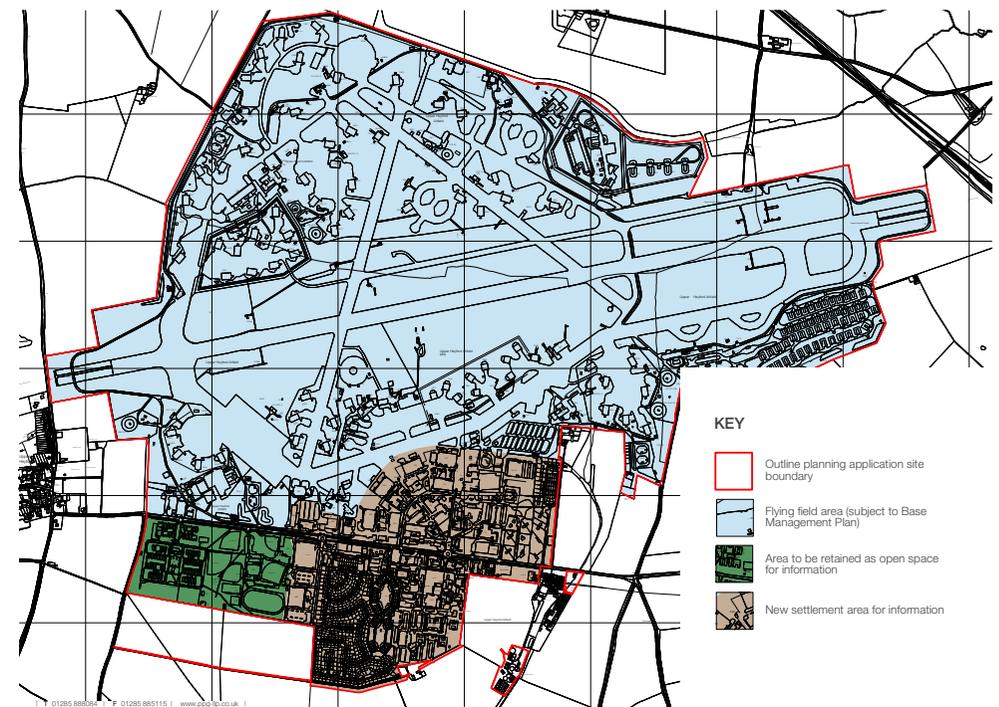
The need for an External Lighting Strategy for the Flying Field component of the former RAF Upper Heyford is a requirement of both Action HA14 of the Management Plan for the Flying Field and Condition 25(ii) of planning permission reference 08/00716/OUT.

The aim of this Strategy is to achieve a balance between the requirements for artificial light for commercial operation, the need to ensure that the Cold War character and appearance of the Flying Field is not detrimentally affected and the protection of the surrounding environmentally sensitive habitat from undue 'light spillage' through minimising the visual impact of the light fittings and the extent of lighting.

Planning permission will be required in circumstances where additional luminaires are required beyond those already in existence at the date when the outline permission was granted (11th January 2010). Such applications should be in accordance with the requirements of this Strategy and shall be used and installed in a manner to efficiently direct the light into the areas requiring illumination.

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 and as well as, express consent from the District Council.

Installation of new lighting on any of the Listed Buildings, on the Flying Field (Buildings 325,327,328,340) or any structure within the Scheduled Ancient Monuments (Quick Response Area, Northern Bomb Stores, Building 299) will also require the relevant consent from the Local Planning Authority and English Heritage respectively.



02 Objectives

1. Control the use of lighting to maintain and protect the Cold War Conservation Area's character and appearance;
2. Ensure a safe working environment for commercial occupiers; and
3. Allow maintenance of existing lighting systems, where these form part of the established character of the Flying Field.

03 Existing Installations on the Flying Field

The existing external lighting system throughout the Flying Field consists primarily of industrial type luminaires manufactured in the 1970's. These comprise a combination of tungsten, high pressure sodium and in some cases external fluorescent luminaires.

Luminaires are generally fixed on columns of varying heights or wall mounted to the façade of buildings, there is some limited street lighting around the perimeter road.

General access lighting is limited and provided by means of high pressure sodium lamps.

Unless otherwise agreed, any existing lighting on the Flying Field which was erected after the closure of the Air Base in 1994 that does not conform with the requirements of this Strategy, will be removed within 12 months of the date of the approval of this Strategy. Any replacements will be in accordance with the requirements of this Strategy.

Examples of existing installations and their locations are shown in the following photographs:

Installation and their locations

Examples

- 1/2/3 HAS Flood Lighting
- 4 Southern Bomb Stores Lighting
- 5 HAS Side Lighting
- 6/7 High Pressure Sodium Street Lighting
- 8/9 Cold War Park Area Lighting



Installation and their locations

Examples

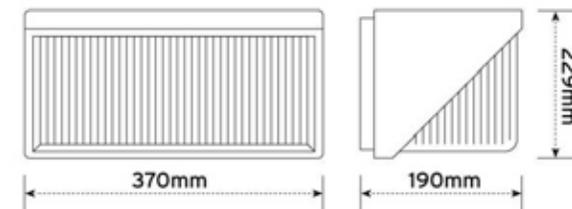
Wall mounted Luminaries

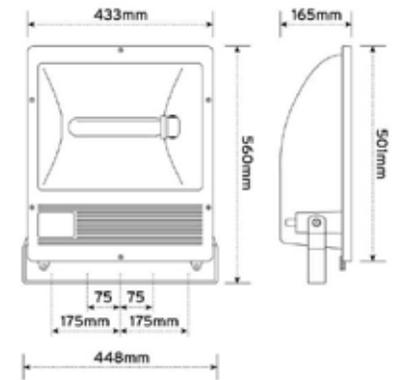
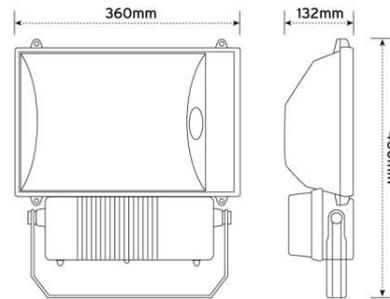
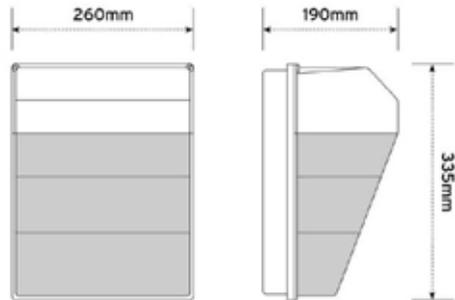


04 Design Approach and Principles

Acceptable types of luminaires

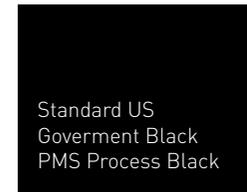
- Where replacement of lighting installed prior to the base closure in 1994 is required, it should as far as possible replicate the existing lighting systems in place; and
- Where new lighting is proposed, examples of acceptable luminaires are:
 - High pressure sodium flood lighting
 - Wall mounted high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





Acceptable colours/materials

- Existing luminaires through the Flying Field are generally coloured to match the building to which it is attached, with black, white and silver being dominant;
- 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; and
- Black, white and silver plain metal finishes are considered acceptable; however other colours maybe 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

- Luminaires throughout the Flying Field are generally fixed on columns of varying heights or wall mounted to the façade of buildings;
- 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
- The 'Hardened Aircraft Shelter Design Strategy' sets out guidance on the design of new infill doors to the Hardened Aircraft Shelters. This confirms that new 'bulkhead' lights should be installed on the new infill doors and the 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;
- 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 made 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; and
- The 'Signage Strategy' sets out guidance on acceptable forms of signage across the Flying Field and confirms that internally illuminated signage will not be appropriate, nor will luminance installed with the express purpose of illuminating signage.

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