

PARKING STRATEGY

# Former RAF Heyford Park

## Upper Heyford

Strategy submission re condition 25 (iii) and Management Plan for the former Flying Field Action HA6



- 01 Introduction/Background
- 02 Purpose of the Strategy
- 03 Vehicular Parking
- 04 Cycle Parking
- 05 Monitoring
- 06 Summary

# 01 Introduction/Background

This technical note has been produced to discharge condition 25 of the planning application for the Former RAF base at Upper Heyford, and also Action HA6 of the Flying Field Management Plan. The condition seeks the submission of a Flying Field Parking Strategy (FFPS) within 6 months of grant of planning permission. The FFPS sets out the overall principles for parking on the site. Details of how the strategy will be implemented on a building by building basis will be submitted separately and within 9 months of planning permission for all existing, occupied buildings.

This Technical note should be read in conjunction with The Management Plan for the Flying Field and also with the Flying Field Access Strategy, as well as the Signage Strategy.

The FFPS does not include the Paragon processing area and activity, who will have their own strategy given their car processing use, but the FFPS applies to all other buildings on the Flying Field site.

The 'Flying Field' area consists of existing runways and taxiways, other supporting infrastructure and structures pertaining to the previous military use.



## 02 Purpose of the Flying Field Parking Strategy

The Flying Field consists of large areas of open space together with the commercial units.

Given the openness of the site, the scale and the lack of physical features, a parking strategy is essential in order to:

- ensure that parking occurs only in appropriate places for safety and security reasons;
- ensure that parking standards are not exceeded;
- ensure parking is not allowed to spill out into open areas of the flying field in order to minimise the visual impact of the parking.

## 03 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 in order maintain the heritage and military openness of the site; and
- as near to buildings as possible to minimise visual impact.

Old historical photographs and documents were referred to in order to replicate historical parking patterns and a site survey was undertaken of existing markings on the Flying Field. The site survey indicated that current tenant parking takes place in the historically marked areas, where the markings are still visible and that these areas are generally adjacent to the buildings.

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 parking standards for businesses, as set out in the agreed Transport Assessment (Arup, August 2007) are:

- B1 1:30 sqm
- B2 1: 50 sqm
- B8 1:200 sqm

Appropriate parking will be provided for other users and this will follow similar location principles.

In addition, parking for powered two wheelers should be provided at 1:1,000 sqm

It is proposed that each building will have their designated parking area marked out with painted road markings. This will consist of an overall parking area boundary, rather than individual parking spaces, to minimise the visual impact of the markings, but the areas will be set out to take account of:

- standard car parking layout;
- maximum parking standards;
- the buildings, proposed use;
- expected levels of staff, (given the low expected employment levels associated with the storage uses of the buildings) and visitors;
- the transport strategy, which seeks to encourage people to travel in alternative ways to single occupancy vehicles where possible.

HGV movements on the flying field will also be limited to reflect the low level employment storage activities. HGV movements will be restricted to 4 movements per day measured on a monthly basis (i.e. 2 movements in and 2 movements out per day). As such, it is considered that parking for 2 HGV's should be provided at each building. As with the car parking the HGV parking will be provided within historical parking areas and as near to the buildings as possible to minimise visual impact. Usually this will be in the front of the building perpendicular to the buildings frontage, as this generally provides a better location for manoeuvring but where the buildings are in a particularly sensitive or open location, HGV parking will be parallel to the building to minimise visual impact.

## 04 Cycle Parking on the Flying Field

The cycling standards for employment are as follows:

- B1 1 stand per 90 sqm (or 1 space per 5 staff)
- B2 1 stand per 500 sqm (or 1 space per 5 staff)
- B8 1 stand per 500 sqm (or 1 space per 5 staff)

However, as with the car parking, account will be taken of the low level of anticipated staff:GFA ratio, given the buildings storage usage and visitor cycle parking demand is likely to be low given the storage use of the buildings. Likewise, given the desire to minimise visual impact as much as possible and maintain the historical appearance of the site, it is not considered desirable or practical to place Sheffield stands outside each building.

As such, cycle parking will be provided inside buildings in most instances. This will be enhanced by a cycle pool based at the Travel Information Centre and providing access around the site for public transport users.

Demand for cycle parking will be monitored and the need for additional provision identified and reviewed at each Annual Review of the Transport Strategy.

## 05 Monitoring

As part of the Section 106 Agreement linked to the planning consent, A Sustainable Transport Fund provided by the developer is to be made available to monitor and review parking requirements. A monitoring officer will be given access to the site to ensure parking is retained in the designated areas and will be given access to HGV records for the purpose of monitoring parking levels on site.

## 06 Summary

There are a number of parking options which could be made to work on the Flying Field. The emphasis will be on simplicity with the two key themes being to keep parking within historical parking areas and as close to buildings as possible.

The principles of the final approved parking strategy shall be applied across the Flying Field at all times (with the exception of Paragon).

Parking on the Flying Field is intended to be limited so as to avoid adverse effect on the character of the Conservation Area and to reflect the low level employment/storage uses proposed in this area.



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