

SCANNED

ACCESS STRATEGY

Former RAF Heyford Park Upper Heyford

Strategy submission re Management Plan for the former Flying Field Action HA16



- 01 Introduction/Background
- 02 Purpose of Flying Field
Access Strategy
- 03 Access to Flying Field
- 04 Moving around the
Flying Field
- 08 Future Options
- 08 Summary

01 Introduction/Background

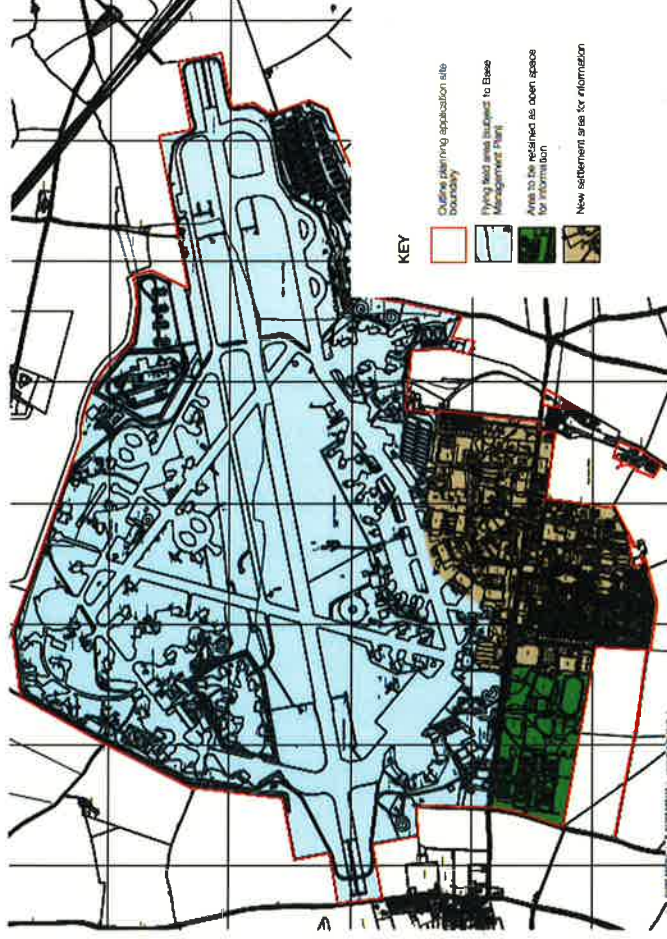
This technical note has been produced to in support of Flying Field Management Plan Action HA16 of the planning application for the Former RAF base at Upper Heyford. The condition seeks the submission of a Flying Field access strategy within 3 months of grant of planning permission.

This Technical note should be read in conjunction The Management Plan for the Flying Field and also with Technical Note 23824/001 (HGV Route Strategy), as this sets out movements for goods vehicles to and within the site.

The 'Flying Field' area consists of existing runways and taxiways, other supporting infrastructure and structures pertaining to the previous military use as an RAF base. There is some existing employment use on the Flying Field which will remain; of particular note in terms of scale and employees is Paragon, which operates a car processing centre.

As part of the proposals it is estimated that the number of jobs on the Flying Field will increase.

The intention is to minimise physical changes to the features and structures of the Flying Field but introduce appropriate new uses to the protected buildings. The proposals consist of a mixture of Class B1, B2 and B8 uses in line with existing land use on the site and with the outline planning permission granted by the Secretary of State in January 2010.



02 Purpose of Flying Field Access 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, an access strategy is essential in order to:

1. control safe entrance and egress to the Flying Field;
2. provide access to the Flying Field by other means than the car;
3. guide people to their destination;
4. protect historical features of the site; and
5. maintain security arrangements of the existing buildings.

It should be noted that implementation of the access strategy within the Flying Field first requires the transition of Paragon Fleet Solutions to their permanent car processing area approved as part of the planning permission to which this strategy relates.

03 Access to Flying Field

Access to the Flying Field will be through controlled gates into the former operational areas to the north of Camp Road, between the two A Frame hangars (Buildings Nos. 345 and 350). This gate will for the present be the only access to the Flying Field and all visitors will be subject to security checks.

A proportion of the jobs on the Flying Field are based close to the entrance gates. This is around a 400m walking distance from the main bus stop on Camp Road and is therefore within easy walking distance. In addition, a pool of cycles will be located at the main bus stop for those public transport users who wish to move around the site by bike, therefore providing an active transport option for those employees who wish to access jobs on the Flying Field.

The site covers a large area and therefore some employment areas are significantly further away from the entrance. As such, a shuttle bus is to be provided on site during peak hours to provide access to the employment on site for employees using non-car modes. The service will be operated by the Base Management Company under a restricted operators licence and will also provide a connection to Lower Heyford train station when reasonable levels of demand exist.

04 Moving around the Flying Field

Once on the Flying Field, visitors and employees need to be guided to their destination efficiently.

There will be limited signage in line with the Signage Strategy and to maintain the historical integrity of the site. Therefore, the Access Strategy and Signage Strategy need to complement each other and need to be simple, clear and unambiguous. Access route maps showing building numbers and occupancy (together with parking areas for individual buildings), will be erected at the site entrance in the first instance. Copies of these plans will also be made available in paper form to all drivers entering the site through the security gate.

Routes of movement to and from the buildings retained for use on the Flying Field will utilise existing surfaced areas in a manner which allows for safe means of access. The existing infrastructure (including the roads, runways and taxiways) will be brought up to a satisfactory standard for this purpose, within a reasonable period of time, to prevent surface deterioration.

At present HGV's on site will operate in a one-way circular route (as shown on Drawing N.0111-23-1h included within the Flying Field Management Plan approved by the Secretary of State on appeal); it is a logical approach, and the intention of this strategy, to extend this arrangement to all vehicles accessing the Flying Field. This plan is attached as Appendix A; save for a minor variation at the eastern end of the runway to reduce the amount of two-way traffic flow, this plan is identical to the drawing referred to above.

The proposed system of one-way working around most of the Flying Field will reduce the opportunity for vehicle conflict. Where the access route crosses and uses runways and taxiways it will be marked with a series of arrows to keep vehicles to a defined path. Where vehicles need to depart from the access route in order to access certain buildings these will be marked on the route with a series of signs showing the building numbers. These signs will be in accordance with the Signage Strategy.

In the immediate vicinity of the security gate where two-way flows occur over a short length of the route, it will be necessary to establish clear patterns of flow and priorities. This will be done by white lining and directional arrows leading to and from the security gate. The same situation will apply at the eastern end of the main runway where there is a short section of the access route with two lane working to give access to the Southern Bomb Stores.

The Access Strategy also includes a measure of public access around the Flying Field as the scheme includes the reinstatement of Portway and an off-line arrangement around the eastern end of the Flying Field to connect the two sections of Aves Ditch north and south of the Flying Field. These routes are also shown on the plan attached as Appendix A. These walking routes will be reinstated with fencing up to 2 metres high which will allow views of the Flying Field whilst at the same time maintaining security.

Public access to the Flying Field and those parts of the Base with historical significance will only be permitted as part of arrangements to tour the Base, thereby maintaining adequate security for occupants. These vehicular tours of the Flying Field will be undertaken using a mini bus and will be available on about two week-ends per month with prior booking arrangements through NOC Management.

05 Future Options

To reduce commercial vehicle movements through proposed residential areas within the New Settlement Area, entrances to access the Flying Field already exist at the western end of the runway (close to Portway) and the eastern end of the runway, at the northern end of Chilgrove Drive.

The existing entrance close to Portway is the current secure entrance to the Flying Field. It is proposed that this access will be closed but the existing gates and fencing will be retained in case there are merits in re-opening it to allow for traffic arriving at Heyford Park from the west.

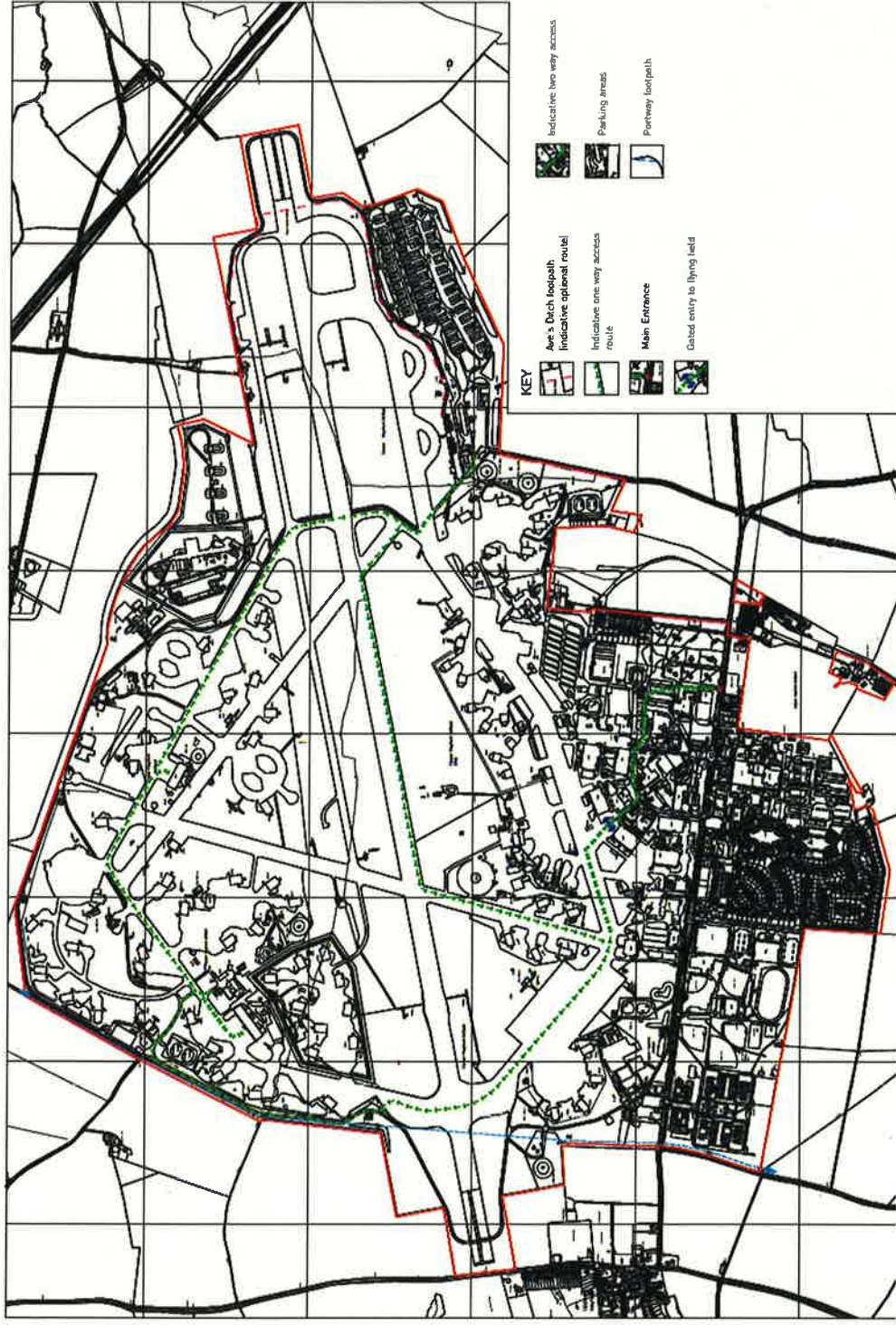
The gate at the northern end of Chilgrove Drive is not currently in use. Whilst there are no plans to re-open this gate for vehicular purposes the gates will be left in place to maintain flexibility in case circumstances change.

06 Summary

There are a number of access options which could be made to work on the Flying Field but the attached Plan in Appendix A based on the Plan already approved by the Secretary of State will be laid out and implemented. The emphasis will be on simplicity and a strong link with the signage strategy.

The principles of the final approved access strategy shall be applied across the Flying Field at all times.

Appendix A





www.pegasuspg.co.uk

Pegasus Planning Group
Pegasus House
Querns Business Centre
Whitworth Road
Cirencester
Glos
GL7 1RT

Telephone: (01285) 641717
Facsimile: (01285) 642368

COPYRIGHT The contents of this document must not be copied or reproduced
in whole or in part without the written consent of Pegasus Planning Group Limited
Crown copyright. All rights reserved. Licence number 100042093

