

**Case Officer:** Katherine Daniels

**Recommendation:** Approve

**Applicant:** Heyford Park Developments Ltd

**Proposal:** Discharge of Condition 6 (Design Code to Phase 10) of  
18/00825/HYBRID

**Expiry Date:** 11 November 2022

**Extension of Time:** 2 March 2023

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## 1. APPLICATION SITE AND DESCRIPTION OF APPROVED DEVELOPMENT

- 1.1. The site is located within the Heyford Park development, which is a new settlement within Cherwell District. The site is designated as a conservation area reflecting its Military past. The aim of the development is to create a vibrant and sustainable settlement and community.
- 1.2. The application relates to phase 10 which is located to the southwest of the former airfield and to the western side of the hybrid application. Bovis Homes are located to the east, known as phase B3.

## 2. CONDITIONS PROPOSED TO BE DISCHARGED

- 2.1. **The proposal seeks to Discharge Condition 6 of permission 18/00825/HYBRID** this condition states:

*Where any reserved matters submission would not accord with the design principles set down in the Proctor Matthews Upper Heyford (Design) Strategy Document – June 2020, no reserved matters applications shall be determined for any phase of residential development until a new Design Code for that phase of the residential development, as identified in Condition 5 (reserved matters) above, has been submitted to and approved in writing by the Local Planning Authority.*

*The Design Code shall comprise:*

- I. Land use, density, layout of streets and public spaces and character areas;*
- II. Landscape, including for the immediate setting of the new settlement, to include retained trees and vegetation, new planting, public open space, amenity space, children's' play areas, sports facilities, footpaths, public spaces, together with adoption arrangements and extent;*
- III. Surface water control, including design standards and methodology for sustainable drainage systems, details of specific features, including appropriate options for Sustainable Urban Drainage, swales, together with adoption arrangements and extent; iv) Public realm, including hierarchy of streets and public spaces, characteristics, dimensions, building line and or set backs, materials, means of enclosure, street furniture, including street lighting, and car parking, methods to control traffic speeds and create legibility, together with adoption arrangements and extent;*

*IV. Built form, including scale, materials, roof treatment, elevational treatment, treatment of landmark and marker buildings, key frontages and gateways;*

*V. Sustainable design, including the measures to be incorporated to ensure that the development complies with at least the minimum Code Level required by the Building Regulations in the Code for Sustainable Homes and to assess the impact this would have on appearance;*

*VI. Car and cycle parking, including standards of provision by land use and dwelling type; and*

*VII. Waste recycling, including how the Councils standards for individual householders' waste and recycling bins are to be accommodated within the dwelling curtilage and refuse vehicle access to these obtained.*

*Parcels 12, 21 and 23 in particular shall accord with the design principles set down in the Proctor Matthews Upper Heyford (Design) Strategy Document - June 2020.*

*The development shall thereafter be carried out in accordance with the approved Design Codes.*

### **3. RELEVANT PLANNING HISTORY**

**Application:** Permitted 9 September 2022  
**18/00825/HYBRID**

A hybrid planning application consisting of:

- demolition of buildings and structures as listed in Schedule 1;
- outline planning permission for up to:
  - > 1,175 new dwellings (Class C3);
  - > 60 close care dwellings (Class C2/C3);
  - > 929sqm of retail (Class A1);
  - > 670sqm comprising a new medical centre (Class D1);
  - > 35,175sqm of new employment buildings, (comprising up to 6,330sqm Class B1a, 13,635sqm B1b/c, 9,250sqm Class B2, and 5,960sqm B8);
  - > new primary school building on 2.33 ha site (Class D1);
  - > 925sqm of community use buildings (Class D2); and 515sqm of indoor sports, if provided on-site (Class D2);
  - > 30m in height observation tower with zip-wire with ancillary visitor facilities of up of 100sqm (Class D1/A1/A3);

- > 1,000sqm energy facility/infrastructure (sui generis);
  - > 2,520sqm additional education facilities (buildings and associated external infrastructure) at Buildings 73, 74 and 583 for education use (Class D1);
  - > creation of areas of Open Space, Sports Facilities, Public Park and other green infrastructure.
- the change of use of the following buildings and areas:
    - > Buildings 3036, 3037, 3038, 3039, 3040, 3041, and 3042 for employment use (Class B1b/c, B2, B8);
    - > Buildings 217, 3052, 3053, 3054, 3055, 3102, and 3136 for employment use (Class B8);
    - > Buildings 2010 and 3009 for filming and heritage activities (Sui Generis/Class D1);
    - > Buildings 73 and 2004 (Class D1);
    - > Buildings 391, 1368, 1443, 2005, 2006, 2007, 2008 and 2009 (Class D1/D2 with ancillary A1-A5 use);
    - > Building 340 (Class D1, D2, A3);
    - > 20.3ha of hardstanding for car processing (Sui Generis); and
    - > 76.6ha for filming activities, including 2.1 ha for filming set construction and event parking (Sui Generis);
  - the continuation of use of areas, buildings and structures already benefiting from previous planning permissions, as specified in Schedule 2.
  - associated infrastructure works, including surface water attenuation provision and upgrading Chilgrove Drive and the junction with Camp Road.

#### **4. RESPONSE TO CONSULTATION**

- 4.1 CDC Environmental Protection – No comments.
- 4.2 CDC Land Drainage – No comments.
- 4.3 CDC Conservation – No comments.
- 4.3 OCC Local Highway Authority – Objection. The Design Code does not but should reference: LTN 1/20; EV charging; forward visibility on 20mph roads of at least 25m; and 800mm maintenance margins outside kerbs. Where garages are to be counted as parking spaces, a condition should be imposed to prevent change of use to habitable rooms.

## 5. APPRAISAL

- 5.1 The original application was EIA development, and it is considered that the information supplied does not alter the original submission and provides evidence that the scheme is in accordance with the EIA. Therefore, the EIA is considered sufficient for the purpose of considering the information provided for this condition and it has been taken into account in considering this subsequent application.
- 5.2 The design code has been segregated into 6 sections, introduction, assessment, regulating plan framework, access and movement code, new build environment code and landscape. It is normally general process that a design code is reviewed by an independent review panel. This is also recommended within the NPPF (paragraph 133).
- 5.3 This has not occurred in this particular case as it is considered that this is a standalone development within the site and given the immediate neighbouring residential development which is replicated within this proposal. However, an independent review will be more appropriate moving forward on the rest of the scheme, where there are more diverse design approaches and greater inter-visibility with the Flying Field and/or surrounding landscape.
- 5.4 The introduction of this design code sets out the vision for Heyford Park, which is of a new Oxfordshire settlement. The aim of Heyford Park is to celebrate the best existing elements and create an attractive and readily accessible framework to create a vibrant and sustainable settlement and community. The introduction also sets out the extensive planning history for the site, as well as setting out what the purpose of the design code is for.
- 5.5 The Assessment chapter of the design code sets out the historical and physical context of the site. I do not intend to repeat this, as it has been highlighted in former reports, both by CDC officers and by the applicant. This chapter also sets out the different parcels of land – CA1 Village centre, CA2 Village centre residential, CA3 Trident Housing, CA4 Camp Road, CA5 Village Green, CA6 Rural Edge, CA7 Core Housing.
- 5.6 Chapter 3, regulating plan framework. This provides details of establishing community destinations, vehicular access, pedestrian and cycle permeability. These then sets out the design code parameters, including proposed land uses, general development parcel dimensions, building heights, key frontages, key focal spaces, key building locations and landscaping/open space typology areas.
- 5.7 Chapter 4 relates to the access and movement code. The Highway Authority considered that the density of dwellings should be concentrated around the bus route, and there is conformance to LTN/20. The proposal is also restricted by the overall masterplan, which indicates where the open spaces should be. The applicants have acknowledged that the routes will be conforming to LTN/20. Overall, it is considered that the access and movement of Phase 10, which is in general conformity with the overarching consent 18/00825/HYBRID and which requires conformity with LTN 1/20, including forward visibility and verge widths, is considered to be acceptable. The parking (cycle as well as cars) will be designed to the Oxfordshire County Council's standards.
- 5.8 Chapter 5 relates to the New Built Environmental Code. This sets out the general urban design principles, building form guidance, character areas and public realm. The general urban design principles relates to the key outward facing frontages, legibility and wayfinding, landmark buildings, nodal points, key corners, focal spaces, urban form and morphology and density. The density will be medium to high

given the parcel's location. Dwellings will be orientated that the living spaces front the street and create main frontages. The materials will also be varied but will be of a simple palette. Although it would be beneficial for the site to have different characters, given the overall size of this parcel, the character will predominately be the same. There will be three areas, CA1 – Camp Road, CA2 – Heyford Bespoke, and CA3 – Heyford Green. CA1 and CA3 are similar to what has been constructed on-site already and will mirror the overall character of the site and its surroundings. The Heyford Bespoke, to an extent is also replicated on the overall site. This will be based on the simple arts and crafts, which can be seen in the Carswell Circle. The development will also seek to protect the character and appearance of the SAM.

- 5.9 Chapter 6 relates to the landscape and its strategy. This promotes the overall landscape strategy for the overall site, so there is continuity. The landscaping will also provide that transition between the residential element and the cold war character of the SAM. The proposal also seeks to leave views towards the flying field as well as the SAM. There will be some trees lost as a result, however these will be mitigated against through an extensive planting scheme.
- 5.10 The proposed design code, although could be improved with further detail. However, it is considered what the proposal seeks to provide is similar to the immediate character, and what has been constructed in other parts of Heyford Park. Therefore, the design code seeks to establish a sense of place and a community. With this design code, it is considered that this parcel will be no different to the existing community at Heyford Park.
- 5.11 OCC Highways requested more information in respect to EV charging but that is addressed under a separate condition discharge and dealt with under Building Regulations.
- 5.12 Overall, it is considered that the design code is appropriate for this parcel of Heyford Park and will encourage the developers to construct a community without having an additional harmful impact on the character and appearance of the conservation area or that of the SAM. The recommendation is therefore to approve the condition submission.

## **6. RECOMMENDATION**

That Planning Condition 6 of 18/00825/HYBRID be discharged based upon the following:

### Condition 6:

Heyford Park Phase/Parcel 10 Design Code P22-1703\_03E, dated January 2023.

Where garages are counted as parking spaces, the Local Planning Authority will not permit subsequent application(s) for change of use to habitable accommodation.

Case Officer: Katherine Daniels

DATE: 27 February 2023

Checked By: Andy Bateson

DATE: 2<sup>nd</sup> March 2023

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