

Application no: 24/01209/DISC

Location: Heyford Park, Camp Road, Upper Heyford, OX25 5HD

Transport Development Management

Recommendation: No objection. Condition may be discharged (albeit with a few amendments)

The application seeks approval to discharge condition 6 pursuant to planning consent no. 18/00825/HYBRID, which requires the submission of a Design Code for the site.

Detailed comments:

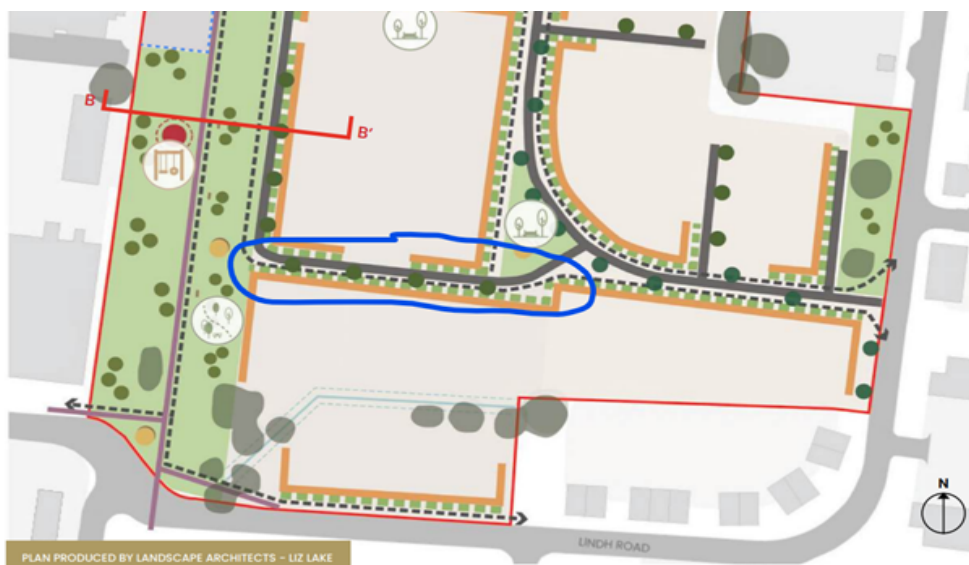
I have reviewed the revised Design Code (dated October 2024) on Phases 11, 13, 16, 17, 39 and 40 of the agreed Parameter Plan and wish to have the following remarks.

Parking Typologies.

Type 7 – Internal Garage or at times referred to as integrated garages must not be utilized. OCC finds that there is a great affinity for occupants to convert such garages into livable spaces and abandoning their vehicular parking function to streets. Where adjacent streets are not designed to accommodate parking, on-street parking is likely to affect safety and movement on the roads.

Parcel 11

Am interested to understand the relationship between pedestrian/ cyclist provisions alongside the carriageway around the section between building (circled in blue below). My concern is that only one frontage of the building line appears to have a pedestrian/ cyclist facility whilst the other does not. While the details of the buildings shall progress through reserved matters, any frontage that opens up to a road should have a walking facility.



The applicant should avoid usage of Parking Type 7 as referred to under Condition 7 of the Coding Table (Section 4.09).

Parcel 13

The parcel would benefit from east-west active travel connections into adjacent developments.

Phase 16

The plan illustrating the street typology on page 72 indicates a 'Primary Road' that is not a through road. Revisiting the approved parameter plan, I observe this to be a contradiction of the predetermined route in such a way that a primary road was envisaged to be routing back onto Dacey Drive to the north east of the parcel.

See my illustration below



Again, parking type 7 should be avoided.

Pedestrian and cycle permeability shall need to be improved from the end of the cul-de-sac roads to adjoining parcels. This shall ensure that places are easy to get to and move through for sustainable modes.

Parcel 17

Pedestrian and cycle permeability shall need to be improved from the end of the cul-de-sac roads to adjoining parcels. This shall ensure that places are easy to get to and move through for sustainable modes.

Perpendicular parking shall not be provided along roads intended for adoption.

Parcel 39

No comment

Parcel 40

Parking to accord with OCC’s standards. The new parking standards that take into consideration the site’s location with respect to the available services was adopted in July 2022. The cycle parking standards across the county are in Table 1 while the car parking standards appropriate for development in this location can be found under Table 4(b) via [Parking standards for new developments \(oxfordshire.gov.uk\)](https://www.oxfordshire.gov.uk).



Officer’s Name: Rashid Bbosa
Officer’s Title: Transport Development Lead
Date: 12/11/2024