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## **1.0 INTRODUCTION**

- 1.1 This Parking Note is prepared on behalf of Albion Land to accompany a Phase 1 Reserved Matters (RM) application for employment floorspace at Catalyst Bicester within the Bicester 10 employment allocation.
- 1.2 The site forms part of the land which was granted outline planning consent within a hybrid planning application which included detailed proposals for the access and for a health and racquets club. The outline consent (Local Planning Authority Reference: 19/01740/HYBRID) was granted for up to 16,800m<sup>2</sup> of B1 floorspace but with a cap on the office floor area at 35%.
- 1.3 The RM proposals comprise 5,265m<sup>2</sup> floorspace, including 1,332m<sup>2</sup> office floor area (circa 25%) across a total of 4 units. The proposed use for each of these units is to be flexible B1 within the parameters of the consent with no identified known occupiers at this stage.
- 1.4 This Note considers car parking provision for each of the units together with details of the servicing arrangements.

## **2.0 PARKING PROVISION**

- 2.1 Cherwell District Council Local Plan (CDCLP) car parking standards do not differentiate between the different sub-classes of B1 employment use.
- 2.2 In terms of car parking requirement, for B1 use the requirement is expressed as a maxima at 1 space per 30m<sup>2</sup>. B1(c) can reasonably be expected to be similarly considered to B2, despite not being explicitly referred, and the Catalyst consent allows for a higher office content. For B2 are again expressed as maxima, at 1 space per 50m<sup>2</sup>. This results in a consequential range of parking provision maxima for each of the units depending whether they are occupied by a primarily B1b or B1c occupier.
- 2.3 Therefore, expressed as maxima, applying the standards gives rise to a range of spaces for each of the units which are summarised in **Table 1**.



*Table 1 Car Parking Provision*

Unit	Floorspace (sqm)	B1 Parking Standard	B2 Parking Standard (as a proxy for B1c)	Proposed Provision
1	1454	49	29	43
2	849	28	17	26
3	840	28	17	26
4	2122	71	43	59
Totals	5265	176	106	160

- 2.4 To provide an appropriate level of car parking within the flexible outcomes that could result, a total of 154 car parking spaces are proposed (including 11 Blue Badge spaces) across the site. Sitting within the identified range, this achieves sufficient parking to serve a B1b or B1c occupier. Taking each of the units individually, the parking provision is well within the identified ranges.
- 2.5 The CDCLP defers to Oxfordshire County Council (OCC) guidance in terms of Blue Badge parking levels. OCC guidance requires that 6% of the total car park provision is delivered for non-residential development. The proposal incorporates 11 spaces, representing 7% of the total spaces and therefore in excess of the minimum requirement. The Blue Badge spaces are conveniently located close to the entrances to each unit and are designed to OCC specifications.
- 2.6 Cycle parking standards are expressed as minima for staff and visitors and rounded up. One stand equates to 2 cycle parking spaces. These are set out as follows:

*Table 2 Cycle Parking Standards*

	B1 - Offices	B2 – General Industry
Staff	1 stand per 150 m <sup>2</sup>	1 stand per 350 m <sup>2</sup>
Visitors	1 stand per 500 m <sup>2</sup>	1 stand per 500 m <sup>2</sup>

- 2.7 Cycle provision for each of the units with a comparison to the above standards is summarised in the following table.

Table 3 Cycle Parking Provision (combined staff and visitor)

Unit	Floorspace (sqm)	B1 Parking Standard	B2 Parking Standard	Proposed Provision
1	1454	10+3	5+3	18
2	849	6+2	3+2	10
3	840	6+2	3+2	10
4	2122	14+5	7+5	20
Totals	5265	36+12	18+12	58

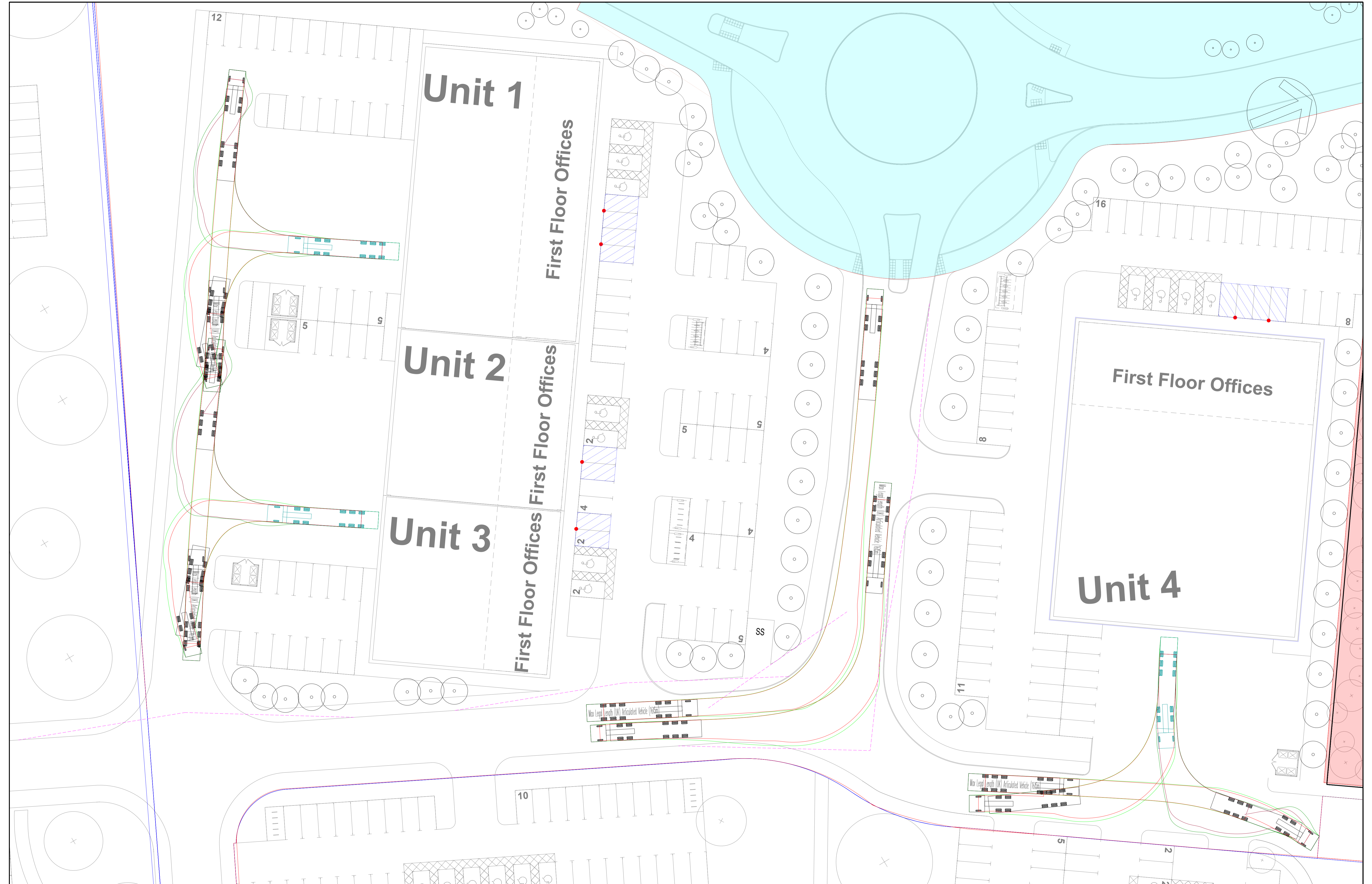
2.8 In summary, whether the units are occupied by either B1b or B1c occupiers, the proposed development is able to provide sufficient and adequate car and cycle parking when giving due regard to the CDCLP and the parking standards contained within.

### 3.0 SERVICING ARRANGEMENTS

3.1 The internal layout has been tracked with a 16.5m articulated vehicle to demonstrate the vehicle can enter, turn and leave within the curtilage of each of the units. The swept path analysis is shown on **DTA Drawing 19539-20A**.

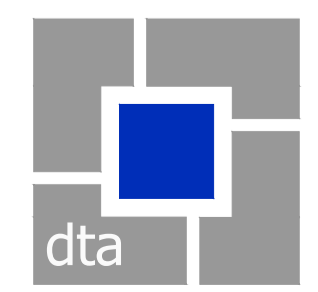
3.2 The plans demonstrate the site has adequate access, turning and parking areas for servicing.

SKP/RJM/19539-12b Parking Note RM1  
5<sup>th</sup> August 2020



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DRAWING TITLE							
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