

## **1.0 INTRODUCTION**

- 1.1 This Parking Note is prepared on behalf of Albion Land to accompany a Phase 2 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 (all matters reserved except for access). The outline consent (Local Planning Authority Reference: 19/01746/OUT) was granted for up to 10,200 sqm of B1 floorspace but with a cap on the office floor area at 35%.
- 1.3 The RM 3 proposals comprise 5,161 sqm floorspace including mezzanine, in a single unit. The use of the unit will accord with the parameters of the outline consent (noting that Use Class B1 has now been subsumed into the new Use Class E(g)).
- 1.4 This Note considers car parking provision for the unit 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 (and nor have they been updated to reflect the new sub-classes of Use Class E).
- 2.2 In terms of car parking requirement, for former B1 use the requirement is expressed as a maxima at 1 space per 30 sqm.
- 2.3 E(g)(iii) 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 (up to 35%). For B2 the requirement is again expressed as maxima, at 1 space per 50 sqm. This results in a consequential range of parking provision maxima for the unit depending on whether it is occupied by a primarily E(g)(ii) or E(g)(iii) occupier.

- 2.4 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 relevant to E(g)(ii)	B2 Parking Standard (as a proxy for E(g)(iii))	Proposed Provision
7b	4697	156	94	134

- 2.5 To provide an appropriate level of car parking within the flexible outcomes that could result, a total of 134 car parking spaces are proposed (including 8 Blue Badge spaces) across the site. Sitting within the identified range, this achieves sufficient parking to serve an E(g)(ii) or E(g)(iii) occupier. The parking provision is well within the identified range.
- 2.6 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 8 spaces, representing 6% of the total spaces and therefore in accordance with the minimum requirement. The Blue Badge spaces are conveniently located close to the entrances of the unit and are designed to OCC specifications.
- 2.7 A total of 14 EV charging spaces (served by 7 dual charging points) are provided.
- 2.8 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>

- 2.9 Cycle provision for the unit 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
7b	4697	31 + 9	13 + 9	40

- 2.10 In summary, whether the unit is occupied by either E(g)(ii) or E(g)(iii) 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 16.5 m 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 24067-01-4**.
- 3.2 The plans demonstrate the site has adequate access, turning and parking areas for servicing.

Unit

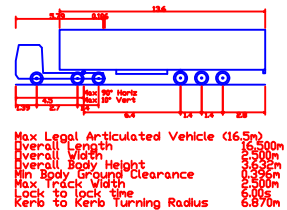
# Unit 7a

70,000 sf GIA four storey office

## Glass Link

**Unit 7b**  
50,555 sf GIA  
R&D Lab  
incl 10% mezzanine

## First Floor Mezzanine



Based upon the ORDINANCE SURVEY MAPS with the permission of  
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JOB TITLE		Catalyst Phase 2		CLIENT		Albion Land	
DRAWING TITLE							
Vehicle Tracking Unit 7b							
SCALE		DRAWN BY	DATE	DRAWING No		REVISION	
1/500@A3		BP	18/02/22	24067-01-4			