

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 via a hybrid planning application which included detailed proposals for the access. The outline consent (Local Planning Authority Reference: 19/01740/HYBRID) was granted for up to 16,800 sqm of B1 floorspace but with a cap on the office floor area at 35%.
- 1.3 The first phase of development at the site (which is now complete) has delivered 5,490 sqm.
- 1.4 The RM 2 proposals comprise 11,310 sqm floorspace including mezzanine, across a total of 3 units. The proposed use for each of these units 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)).
- 1.5 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 (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 the former B1 use the requirement is expressed as a maxima at 1 space per 30 sqm. E(g)(iii) can reasonably be expected to be similarly considered to B2, 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 each of the units depending whether they are occupied by a primarily E(g)(ii) or E(g)(iii) 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 relevant to E(g)(ii)	B2 Parking Standard (as a proxy for E(g)(iii))	Proposed Provision
5a	2220	74	44	67
5b	4444	148	89	128
6	4645	155	93	131
Totals	11310	377	226	326

- 2.4 To provide an appropriate level of car parking within the flexible outcomes that could result, a total of 326 car parking spaces are proposed (including 21 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. 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 21 spaces, representing 6.5% 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 A total of 32 EV charging spaces (served by 16 dual charging points) are provided, spread across the Units.
- 2.7 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 ²	1 stand per 350 m ²
Visitors	1 stand per 500 m ²	1 stand per 500 m ²

2.8 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)

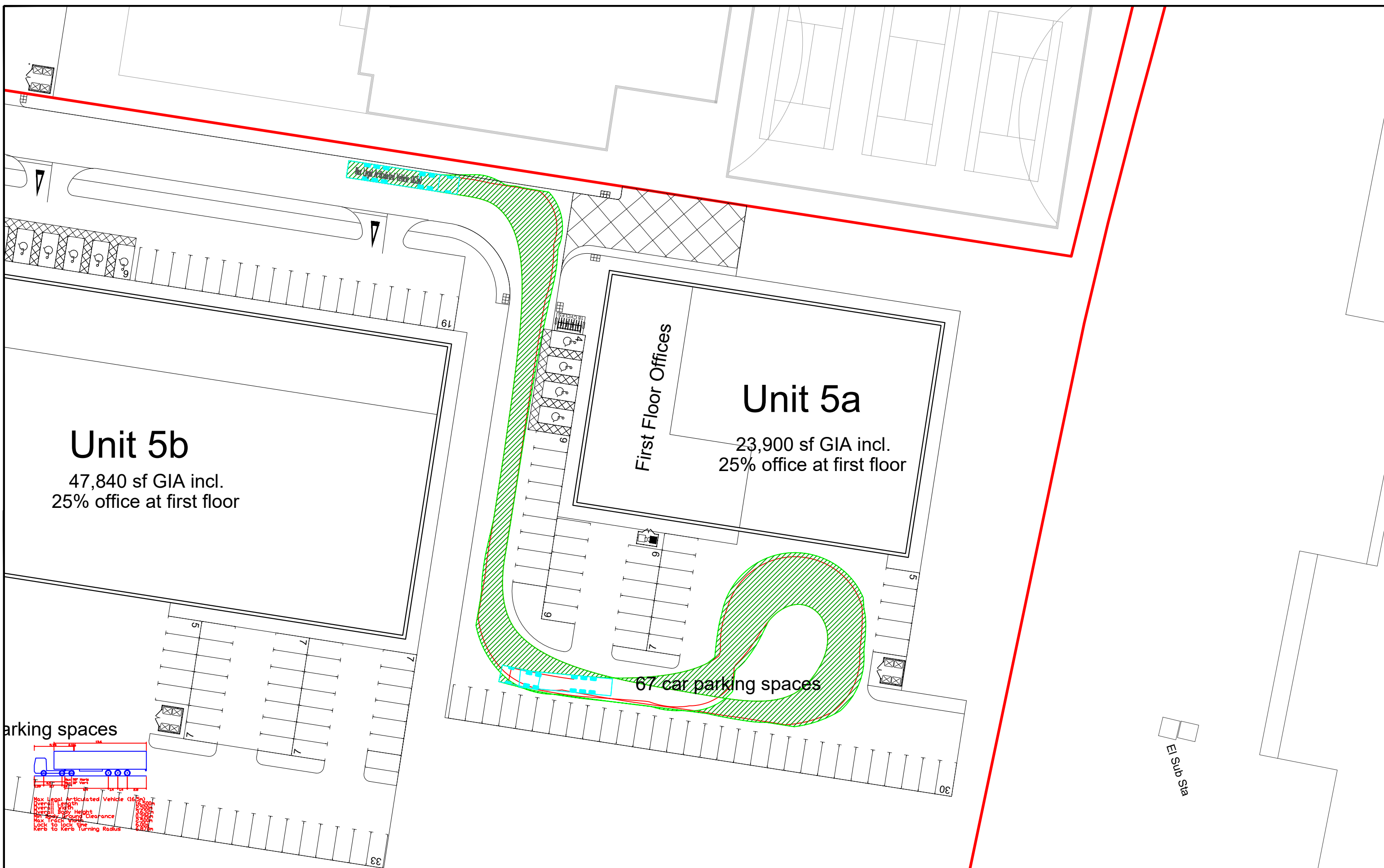
Unit	Floorspace (sqm)	B1 Parking Standard	B2 Parking Standard	Proposed Provision
5a	2220	15 + 4	6 + 4	20
5b	4444	30 + 9	13 + 9	40
6	4645	31 + 9	13 + 9	40
Totals	11310	76 + 22	32+ 22	100

2.9 In summary, whether the units are 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 Drawings 24067-01, 24067-01-2 and 24067-01-3**.

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



Unit 5b

47,840 sf GIA incl.
25% office at first floor

Unit 5a

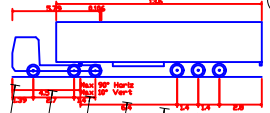
23,900 sf GIA incl.
25% office at first floor

First Floor Offices

67 car parking spaces

El Sub Sta

arking spaces



Max Legal Articulated Vehicle (16.5m)
 Overall Length 16.5m
 Overall Body Height 3.5m
 Max. Trailer Ground Clearance 0.05m
 Max. Trailer Width 2.55m
 Lock to lock time 0.05m
 Kerb to Kerb Turning Radius 6.37m

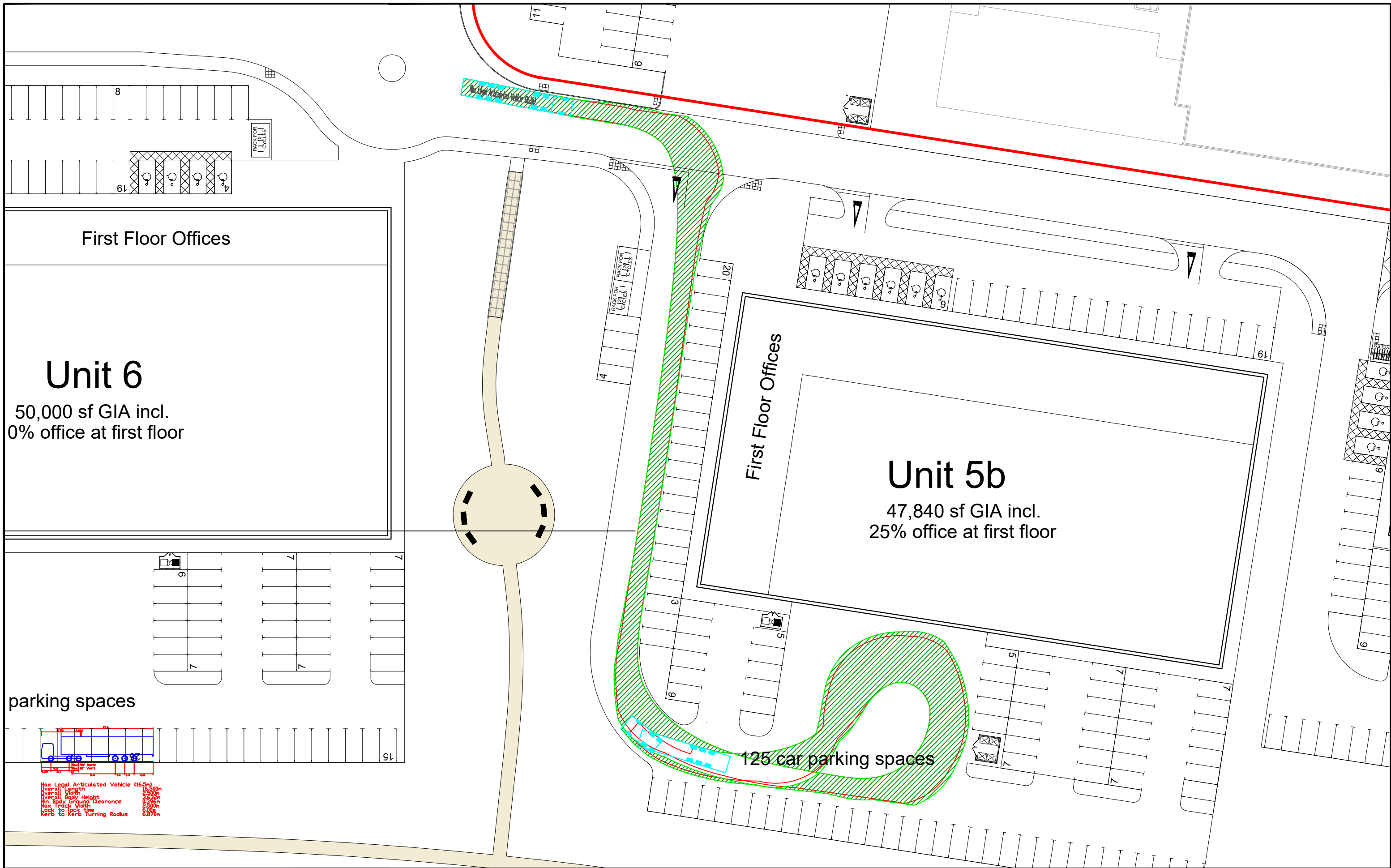
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REV	DESCRIPTION	DRAWN	INITIALS	DATE



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JOB TITLE Catalyst Phase 2		CLIENT Albion Land	
DRAWING TITLE Vehicle Tracking Unit 5a			
SCALE 1/500@A3	DRAWN BY BP	DATE 18/02/22	DRAWING No 24067-01
			REVISION



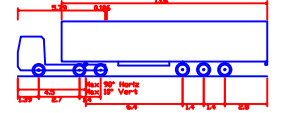
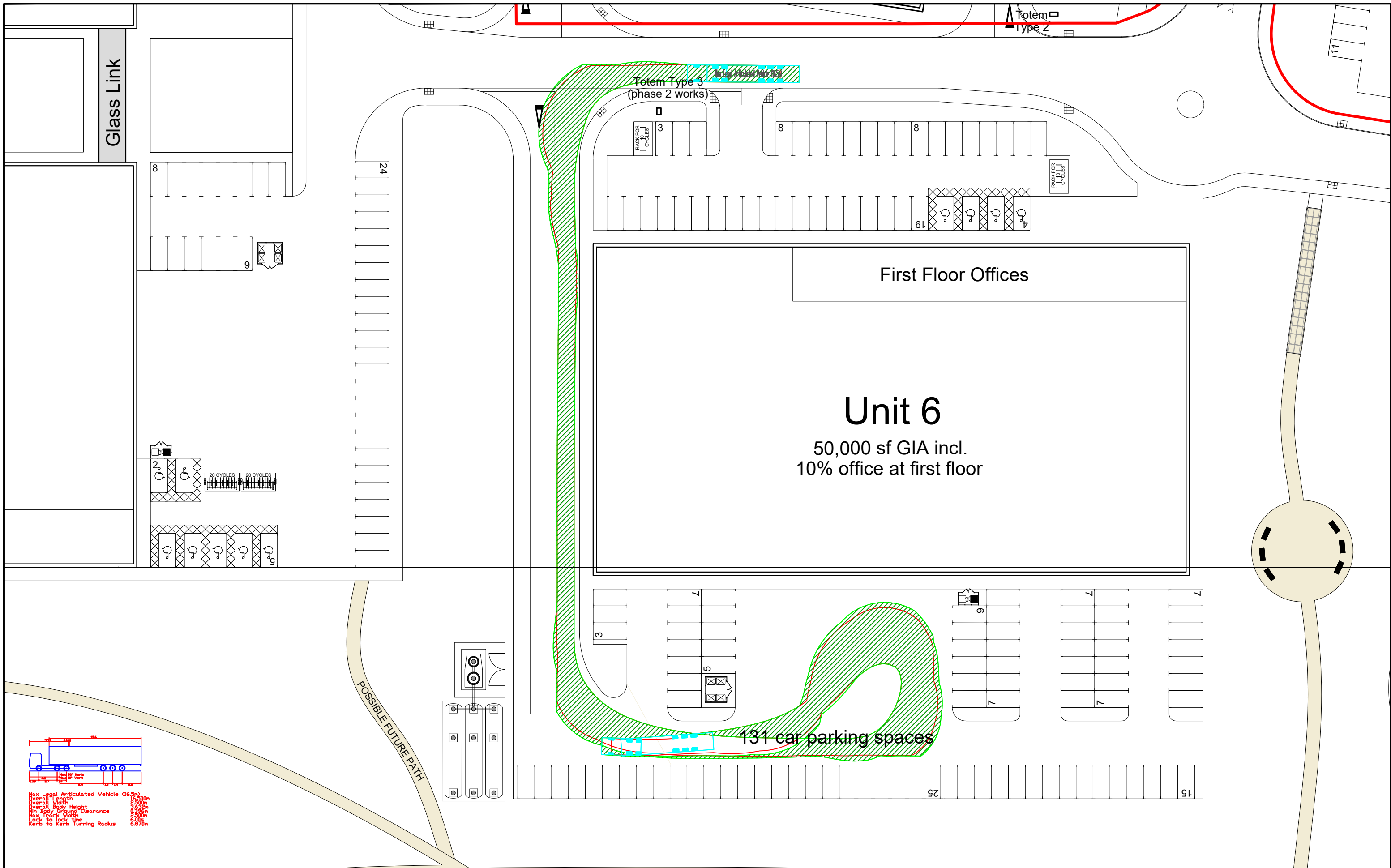
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JOB TITLE Catalyst Phase 2		CLIENT Albion Land	
DRAWING TITLE Vehicle Tracking Unit 5b			
SCALE 1/500@A3	DRAWN BY BP	DATE 18/02/22	DRAWING No 24067-01-2
			REVISION



Max Legal Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.350m
 Min Body Ground Clearance 0.350m
 Max Tractor Width 2.550m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.870m

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JOB TITLE		Catalyst Phase 2		CLIENT		Albion Land	
DRAWING TITLE							
Vehicle Tracking Unit 6							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1/500@A3	BP	18/02/22	24067-01-3				