



1.0 INTRODUCTION

- 1.1 This Parking Note is prepared on behalf of Albion Land to accompany a Phase 4 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 RM4 proposals comprise 11,310 sqm floorspace including mezzanine, across a total of 5 units (Units 5-9). 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
5	2211	74	44	66
6	2751	92	55	72
7	2751	92	55	72
8	1956	65	39	51
9	1641	55	33	46
Total	11310	378	226	307

- 2.4 To provide an appropriate level of car parking within the flexible outcomes that could result, a total of 307 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 6.8% of the total spaces and therefore exceeding with the 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 80 EV charging spaces (served by 40 dual charging points) are provided, spread across the Units. This represents 26% of the total parking provision, hence meeting OCC policy requirements.
- 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
5	2211	15+4	6+4	20
6	2751	18+6	8+4	24
7	2751	18+6	8+4	24
8	1956	13+4	5+4	20
9	1641	11+4	5+4	16
Total	11310	75+24	32+20	104

- 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 and a 12m rigid vehicle to demonstrate the vehicle can access each loading bay, and enter, turn and leave within the curtilage of each of the units. The swept path analysis is shown on **DTA Drawings 24067-02a, 24067-02-2a and 24067-02-3a** for a max legal articulated vehicle and **DTA Drawings 24067-03, 24067-03-2 and 24067-03-3** for a 12m rigid delivery vehicle.
- 3.2 The plans demonstrate the site has adequate access, turning and parking areas for servicing.





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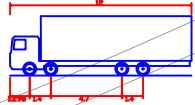
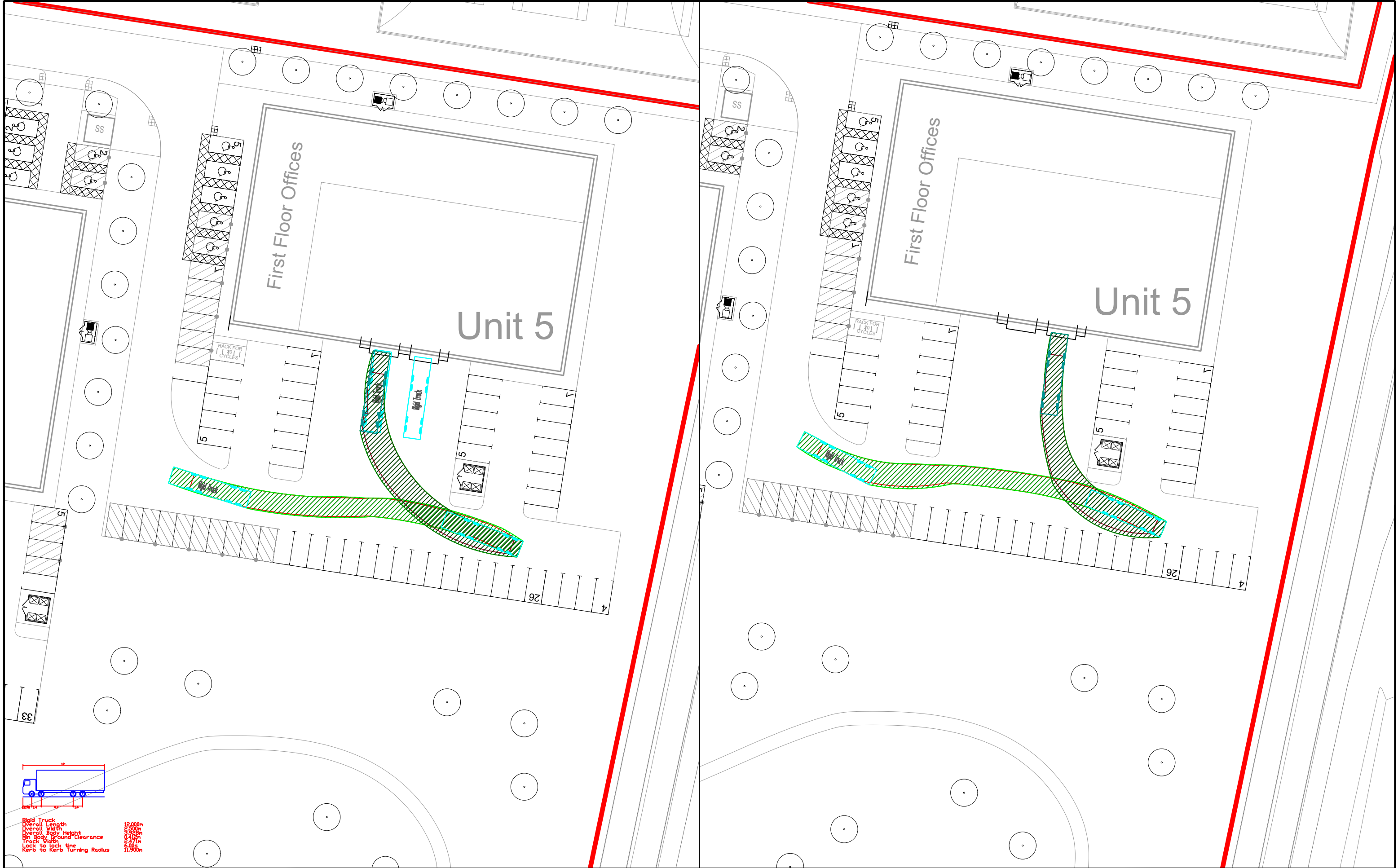
REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE		CLIENT	
Catalyst Phase 2		Albion Land	
DRAWING TITLE			
Vehicle Tracking Unit 7/8			
SCALE	DRAWN BY	DATE	DRAWING No
1/500@A3	BP	30-05-22	24067-02-2
REVISION			
a			





Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.400m
Min Body Ground Clearance 2.471m
Track Width 6.000m
Lock to Lock the Kerb to Kerb Turning Radius 11.900m

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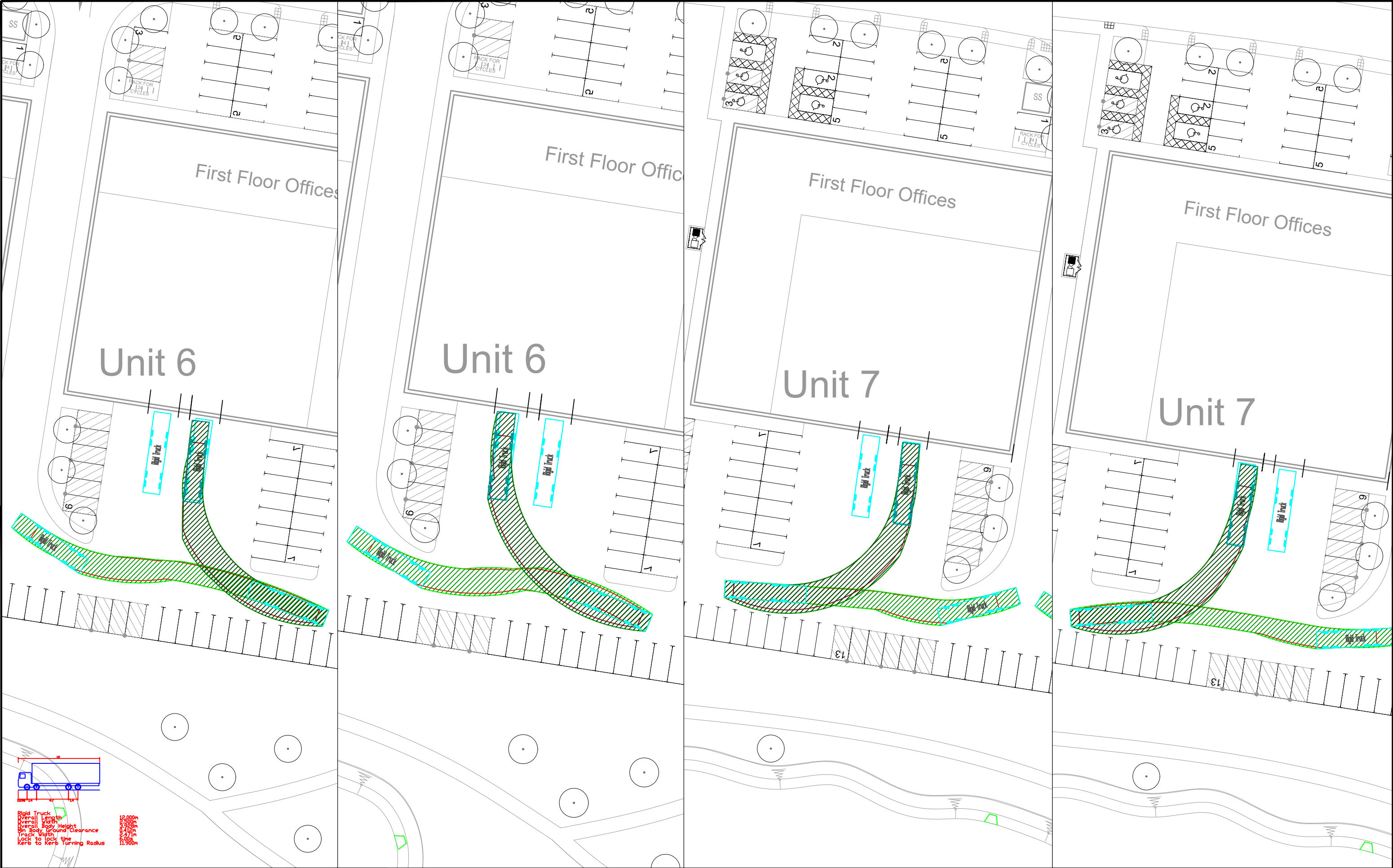
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JOB TITLE	CLIENT
Catalyst Phase 2	Albion Land

DRAWING TITLE			
Vehicle Tracking Unit 5			

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/500@A3	BP	30-05-22	24067-03	



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