

# MADDOX PLANNING

LONDON & MANCHESTER

0345 121 1706

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5/9/2022

**22/02025/REM - BICESTER GATEWAY - Reserved Matters to 16/02586/OUT - Access, layout, scale, appearance and landscaping details for Phase 1B for up to 12 No knowledge economy units in Use Class E (former Use Class B) (14,972 sq m gross external area) with associated parking, landscaping, utilities and access**

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Dear Simon

As noted, the team has been in touch with Chris Nichols at Oxfordshire County Council (OCC).

Most of the points raised by OCC are answered in our submission; and we have confirmed that we are happy to provide a Road Safety Audit, achieving what seems like a reasonable consensus on all points, save for the 1:40 car parking ratio. This is not policy and is, therefore, a wholly unreasonable basis on which the County should attempt to hang an objection.

Our client has not been consulted on the proposed policy change suggested by OCC, and in fact I cannot find any reference on OCC's website to a consultation on this matter. As such, the existing policy position must prevail and OCC's suggestion on car parking cannot be afforded any material weight in the decision making process.

The extract below from an internal note from Vectos aligns our position.

As far as I know the new OCC parking standards are not adopted yet (still working draft in May 2022 - TS submitted in June 2022). The OCC response indicates the standards are under review. So upcoming new standards not applicable yet.

So current standards apply 1/30 max, so a max of 392 spaces. We are in compliance with that.

Furthermore, this is RMA, Outline consent supported by TA that defines as a parameter parking being provided at maximum 1/30sqm. RMA is within this parameter

Finally, recent applications on RMA at site next door are given on the basis of a provision of 1/35sqm which matches the proposed 335 spaces. So why acceptable at Catalyst and not now BG? If you look at 22/00907/REM on Cherwell's website, reserved matters were applied for at 1/35sqm (DTA Tech Note dated 17 March 2022) and OCC response dated 29 April 2022 states: 'Car Parking - The number and layout of vehicle parking spaces is acceptable. As the uses are flexible between B1 and B2 the number of spaces has been planned to be in between the standards for these two uses.'

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It is worth noting that paragraph 2.6 of the DTA Tech Note states that 16 dual EV charging spaces will be provided, therefore enabling 32 EV parking spaces.

Extract from OCC's consultation response on the Outline application (dated 16th February 2017) - 'The number of parking spaces is not specified, but we would expect the amount of parking proposed to be suitably justified so as to prevent the likelihood of overspill parking either onto Wendlebury Road (there TROs may be necessary) or into the Park and Ride site or Bicester Avenue's car park.' - This shows that the Outline consent is given on the basis that there will be a sufficient provision of car parking on site to negate overspill parking. So OCC now asking for the provision on site to be reduced is a 180 degree change in approach, which cannot be accommodated at this RM stage.

I would add that the economic and investment funding consequences of Bicester Gateway having a 1:40 ratio versus Catalyst next door at 1:35 would be completely fatal to our scheme on an economic basis, according to my client. Why would an occupier locate at Bicester Gateway at 1:40 when space is available elsewhere at 1:35? We would welcome your support on this issue as part of the planning balance.

You will appreciate that our principal concern is one of consistency: in relation to adopted policy, the parameters established at Outline stage, and between the various business parks within Cherwell. This is not aided by different Officers at OCC getting involved, but the planning principles have not changed, and these clearly point to the approval of this reserved matter (without delay, please).

In light of this outstanding objection from OCC, we might agree to push the meeting in the PPA back 10 days so that we can complete the Road Safety Audit and progress matters with the County, assuming this meeting is necessary. Shall we now schedule the meeting for w/c 19 September?

Yours sincerely



Tom Darwall-Smith  
Consultant

t: 0345 121 1706  
m: 07749 369 103  
e: tom@maddoxassociates.co.uk

cc: R Cutler, B Usher – Bicester Gateway Ltd

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