**From:** Hamer, Katherine - E&E [<mailto:Katherine.Hamer@Oxfordshire.gov.uk>]   
**Sent:** 16 March 2016 11:18  
**To:** Caroline Ford  
**Subject:** RE: Exemplar Local Centre Application: 15/00760/F

Morning Caroline,

Thanks for your e-mail.  I have looked at the applicant’s response to your queries and want to make the following comments.

1. I don’t know exactly what draft condition 10 and 30 are, however, I am concerned that the site is already very tight and therefore it is important that the cycle parking provision is of the correct layout and design.  I stand firm that two tier cycle parking for public use behind the community centre is not suitable and in the current layout, there is not enough room for one.  I would be willing to accommodate a two tier stand for staff parking, who are likely to be parking their cycles for longer periods of time.  When the applicant submits plans for their cycle parking, they need to meet the standard dimensions (outlined in my email dated 23rd Feb 2016) acceptable by OCC.  This may mean that they have to change the layout of the areas in question, if they push on with the two tier design, however, due to the limiting space factor, this will be difficult.  By my calculations, if moving Sheffield stands closer (900mm in between) across the site, then the applicant can fit still fit in 104 spaces for the public and 22 spaces for staff.  I am happy to accept their proposed condition, which does not specify design or number of spaces, however, I hope I have made our views clear and the applicant is mindful to take our response into consideration.
2. Noted
3. I have noticed that the tracking that has been provided is for the old layout and not the amended layout (where the waste store has been relocated behind the community centre).  This is therefore redundant and will need to be resubmitted showing the correct layout.  It is important to note that the layout of the service yard may be subject to change, given the cycle layout is being considered.  The archway height has been stated as 4.5m high, which is lower than I measured from the plan on drawing 14058 (P) 120 Rev A.  I would still want to see tracking of the articulated lorry height using this archway, given that arctic lorries can legally be up to 4.95m, or at least a written justification that the lorries servicing this yard will be under a specific height.  The last thing we would want is for a delivery vehicle to have to make it’s delivery from the High Street.
4. Noted and I am happy to have their suggested condition.  This service yard layout is dependent upon the vehicle tracking and cycle parking as mentioned above, so therefore I would think the applicant will submit them altogether.

If you would like to discuss this in more detail, then please do not hesitate to contact me.

Kind regards,

*Kt Hamer*

*Transport Planner*

*Transport Development Control*

*Cherwell and West Localities Team*

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**From:** Caroline Ford [<mailto:Caroline.Ford@Cherwell-DC.gov.uk>]   
**Sent:** 15 March 2016 15:37  
**To:** Hamer, Katherine - E&E  
**Subject:** FW: Exemplar Local Centre Application: 15/00760/F

Hi KT,

Further to your email of the 23 February 2016, I have been back to the applicant with a number of queries and have received the attached response and plan.

Do you have any further comments?

Many thanks,

Caroline

**Caroline Ford** BA. (Hons) MA MRTPI   
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**From:** Alex Wilson [<mailto:Alex.Wilson@bartonwillmore.co.uk>]   
**Sent:** 15 March 2016 15:34  
**To:** Caroline Ford  
**Cc:** [steve.hornblow@a2dominion.co.uk](mailto:steve.hornblow@a2dominion.co.uk); Andrew Lightstone  
**Subject:** Exemplar Local Centre Application: 15/00760/F

Dear Caroline

Please find attached to this email our response to Cherwell District Council’s recent queries on the Exemplar local centre application.

I would be grateful if you could confirm receipt.

Regards  
  
***Alex Wilson***  
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