



1. This Parking Note is prepared on behalf of Albion Land to assist with their Reserved Matters (RM) application on land at Skimmingdish Lane, Bicester. The proposals form part of the land which was granted outline planning consent in 2016. The outline consent (Application No. 15/01012/OUT) was granted for up to 48,308sqm of B1(c)/B2/B8 floorspace with ancillary B1 office.
2. The RM proposals comprise 11,172sqm floorspace for unit 1A and 15,613sqm for unit 1B. The proposed use for each of these units is to be flexible B1(c)/B2/B8 with no identified known occupier at this stage.
3. Cherwell District Council Local Plan (CDCLP) car parking standards for B8 refer to 1 space per 200sqm, and are referred as maxima. The CDCLP car parking standards for B2 are again expressed as maxima, at 1 space per 50sqm. B1(c) can reasonably be expected to be similarly considered, despite not being explicitly referred. This results in a consequential range of parking provision maxima for each of the units depending whether they are occupied by a B2 or B8 occupier.
4. Therefore, expressed as maxima, applying the standards gives rise to a range of 56 to 223 spaces for unit 1A and 78 to 312 for unit 1B.
5. In order to provide an appropriate level of car parking within the flexible outcomes that could result, a total of 126 car parking spaces are proposed (including 8 Blue Badge spaces) for unit 1A and a total of 135 car parking spaces are proposed (including 8 Blue Badge spaces) for unit 1B. Sitting within the identified range, this achieves sufficient parking to serve a B2 or B8 occupier.
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 16 spaces, representing 6% of the total spaces. The Blue Badge spaces are conveniently located close to the entrances to each unit and are designed to OCC specifications.
7. Oxfordshire County Council (OCC) as Local Highway Authority have responded to the application (dated 14th May 2018) and it is confirmed the level of car parking provision is acceptable.



8. CDCLP does not set out guidance on HGV parking standards. The proposal includes 14 loading/unloading bays for unit 1A and 17 loading/unloading bays for unit 1B. The provision across the units equates to 1 loading space per 864sqm. This level is consistent with B8 developments.
9. CDCLP does not set out cycle parking standards, cross referring to OCC guidance. OCC does not present explicit standards for commercial development, but encourages cycling requiring that new development promote non-car modes with cycling to the fore. Cycle parking spaces are required to be conveniently located for access within new development and to represent safe and secure facilities.
10. OCC have requested an increase in cycle parking provision for both units. The revised layout plan includes provision for 36 cycles for Unit 1A and provision for 48 cycles at Unit 1B. Given the difference in floor area (unit 1A is around 28% smaller than unit 1B) this provision is adequate for both units on a pro-rata basis. This equates to approximately 1 space per 310sqm for Unit 1A and 1 space per 325sqm for Unit 1B. With the equivalent of 1 cycle for every 3.5 car parking spaces for Unit 1A and 1 cycle for every 2.8 car parking spaces for Unit 1B, encouragement for cyclists has been duly considered within the proposal. This is consistent with cycle parking provision agreed for Plots 2 and 3.
11. In summary, the proposed development provides sufficient and adequate car, HGV and cycle parking when giving due regard to the CDCLP and the parking standards contained within.
12. Following comments made by OCC the barrier gate between units 1A and 1B has been set back adequately to allow a HGV to wait on the access road.
13. Dropped kerb crossings with tactile paving are labelled on the revised site layout plan at the main pedestrian desire lines as requested by OCC on the access roads.

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