

22/01144/F – SIEMENS, M40 J9, CHESTERTON – APPENDIX 1 - Heads of Terms for Section 106 Agreement/undertaking – Update 1

Planning obligation			Regulation 122 Assessment
Detail	Amounts (all to be Index linked)	Trigger points	
Public transport services contributions, including contribution towards bus stop infrastructure	£1,130,000 index linked from 2Q22 (RPI-x) Lower figure TBC due to the reduced scheme.	June 2022 Baxter	<p>Necessary – The contribution is necessary to provide sustainable transport options to the site and as part of the overall public transport strategy for Bicester.</p> <p>Directly related – The proposal provides for commercial uses which should be reasonably accessible via public transport modes to ensure employees have options to use sustainable modes of transport. It is therefore directly related to the development.</p> <p>Fairly and reasonably related in scale and kind – An enhancement to the public transport service between Oxford and the development site to meet required shift times. Also, A public transport service between the site and West Oxfordshire to enable existing staff to travel to the site sustainably.</p>
Traffic Regulation Order (if the matters are not dealt with under S278/S38 agreement).	£3,320	April'22 RPI-x	To consult on the implementation of a new / extended speed restriction on the A41 between the M40 J9 and Vendee Drive junctions.
Provision of a safe and suitable pedestrian / cycle route to the site from Bicester. • The provision of a direct 3m wide shared route alongside the A41 between the site access and the Bicester Park and Ride at Vendee Drive.	£2,800,000	June 2022 Baxter	<p>Necessary – The contribution is necessary to support the provision of sustainable transport options to the site and as part of the overall cycle and walking strategy for Bicester.</p> <p>Directly related - The proposal provides for commercial uses which should be reasonably accessible via cycleways and footpaths to ensure employees have options to use sustainable modes of transport. This is infrastructure to support the cycle and pedestrian networks. It is therefore directly related to development.</p> <p>Fairly and reasonably related in scale and kind – The level of contribution sought is proportionate to the scale of development.</p>

<p>Travel Plan Monitoring contribution towards the cost of monitoring the framework and individual travel plans over the life of the plans</p>	<p>£1,558 index linked from December 2021 (RPI-x)</p>	<p>TBC - Delegated Authority is sought to enable Officers to negotiate this</p>	<p>Necessary – The site will require a framework travel plan. The fee is required to cover OCCs costs of monitoring the travel plan over 5 years. Directly related – The contribution is directly related to the required travel plans that relate to this development. Monitoring of the travel plans is critical to ensure their implementation and effectiveness in promoting sustainable transport options. Fairly and reasonably related in scale and kind – The amount is based on standard charging scales which are in turn calculated based on the Officer time required at cost.</p>
<p>Public right of way improvements</p>	<p>£30,000 index linked from April 2022 (Baxter)</p>	<p>TBC - Delegated Authority is sought to enable Officers to negotiate this</p>	<p>Necessary – The contribution is necessary to ensure that the site continues to pay a proportionate contribution to the overall public rights of way improvements required for Bicester. Directly related – Development would allow greater public access and use of local public rights of way by local residents and employees of the development. The contribution is therefore directly related to the development. Fairly and reasonably related in scale and kind – Surface upgrades to local public rights of way connecting with the site.</p>
<p>CDC and OCC Monitoring fee</p>	<p>CDC: TBC OCC: TBC</p>	<p>On completion of the S106</p>	<p>The CDC charge is based upon its recently agreed Fees and Charges Schedule which sets out that for developments of between 10,000-75,000sqm floorspace that a bespoke charge will be based upon the number of obligations and triggers with a minimum charge of £5,000. A registration charge of £500 is also applicable. As the development has few obligations and triggers for CDC, the minimum charge plus registration charge is required. The need for a monitoring fee is to ensure it can appropriately monitor that development is complying with its S106 including the high standards sought at the site.</p>