

APPENDIX 1- Heads of Terms for Section 106 Agreement/undertaking

Planning obligation			Regulation 122 Assessment
Detail	Amounts (all to be Index linked)	Trigger points	
Provision of monitoring fees for a Framework Travel Plan	£2,563 RPI Index linked Dec 2021	Prior to implementation	<p>Necessary – the development would give rise to the generation of material levels of traffic associated with staff travel to and from work. The Travel Plan is required in order to minimise the number of staff car journeys to the site and to achieve more sustainable travel behaviour in accordance with the requirements of Local Plan Policy ESD 3 of the Cherwell Local Plan.</p> <p>Directly related – Multiple occupiers across the development triggers the requirement for a site wide ‘Framework Travel Plan’</p> <p>Fairly and reasonably related in scale and kind – In order to ensure the Travel Plan is effective, the LHA is required to monitor compliance with it. The LHA monitoring fee payment would address expenditure for the LHA arising from a specific development.</p>
Provision of monitoring fees for detailed Travel Plans for each unit	£2,563 (RPI index linked Dec 2021) for each unit	Prior to implementation	<p>Necessary – the development would give rise to the generation of material levels of traffic associated with staff travel to and from work. The Travel Plan is required in order to minimise the number of staff car journeys to the site and to achieve more sustainable travel behaviour in accordance with the requirements of Local Plan Policy ESD 3 of the Cherwell Local Plan.</p> <p>Directly related – Multiple occupiers across the development triggers the requirement for a site wide ‘Framework Travel Plan’</p> <p>Fairly and reasonably related in scale and kind – In order to ensure the Travel Plan is effective, the</p>

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Highway works to upgrade the cycle track along the A41 between Rodney House and Pioneer roundabouts.	£374,174 Highway Works Contribution indexed from Feb 2022 using Baxter Index	Prior to implementation	<p>Necessary – The path along the south-west side of the A41 between the roundabouts is designated as a shared use cycletrack but needs to be widened to 3m and improved.</p> <p>Directly related – the development would give rise to the generation of material levels of commuters to the site.</p> <p>Fairly and reasonably related in scale and kind – Pioneer to Rodney House roundabouts, 530m between facilities Contribution = $(530 / 370) \times £237,102 = £339,633$ April 2020 Updated to the latest firm index date, = £374,174 Feb 2022</p>
Public transport services to provide a bus service between the site and Bicester Town Centre	£272,250 Public Transport Service Contribution indexed from December 2021 using RPI-x	The first instalment, prior to first occupation of the first unit and the second and third instalments upon the first and second anniversaries respectively, of the date upon which the first instalment was due.	<p>Necessary – The site is not accessible by using existing bus routes so a new service is required to provide a realistic alternative to the private motor vehicle.</p> <p>Directly related – the development would give rise to the generation of material levels of traffic associated with staff travel to and from work.</p> <p>Fairly and reasonably related in scale and kind – The service must coincide with the anticipated three shift changes per day, seven days a week. Total number of trips, based on three per day, 363 days per year for five years = $3 \times 363 \times 5 = 5445$ Each round trip assumed to be one hour, at £50 per hour Total cost = $£5445 \times 50 = £272,250$</p>
Provision of bus shelters, screens, flags, poles and timetable cases.	£42,034 Public Transport Infrastructure Contribution indexed	Prior to first occupation	Necessary – The stops are required to provide adequate coverage across the width of the site, in association with the new bus service.

	from October 2021 using Baxter Index		<p>Directly related – The stops are required to provide adequate coverage across the width of the site, in association with the new bus service.</p> <p>Fairly and reasonably related in scale and kind – Costs from the Schedule of Rates are as follows: Pole and flag units = £1,221 x 2 = £2,442 3 bay shelter with integral RTI display, plus pole and flag = £19,796 x 2 = £39,592 Total = £2,442 + £39,592 = £42,034</p>
<p>An obligation to enter into a S278 agreement if the Employment Access Road (EAR) has been adopted to secure mitigation/improvement works including 4 no. bellmouth site access junctions, as shown indicatively on Alan Baxter drawing nos. 1923/050/015 Rev. C, /016 Rev. B and /017 Rev. B.</p>	N/A	<p>If the Section 38 has been completed and is OCC Adoptable Highway: The on-plot developers will require a S278 to complete a formal set back bellmouth (in accordance with LTN 1/20) to allow access to their site with an adoptable layout. In this event the on-plot developer will require a Temporary Construction Access (under a Section 184). If the Section 38 has not been completed and not part of the OCC adoptable highway: The</p>	<p>Necessary – It is not certain whether the EAR will have been adopted by the time that the D1 Site redevelopment comes forward. Therefore, there are two possible scenarios need to be considered.</p> <p>Directly related – There will be four individual access points into the site from the previously approved Employment Access Road (EAR). The easterly Accesses, 1 and 2, directly serve three of the warehouse units, while Accesses 3 and 4 connect to an internal road system that feeds the remaining six units.</p> <p>Fairly and reasonably related in scale and kind Layout of the bellmouth junctions has been considered during design of the EAR but they are not being constructed at the same time as the road. It is intended that the EAR will be incorporated into the Bicester South East Perimeter Road (SEPR) in the future, at which time the higher traffic flows will require right turn filter lanes. Space will be available within the adopted highway boundary to shift the kerbline without disturbing the footway and cycleway.</p>

		developer can construct a formal access as part of an S38 agreement which adjoins the EAR.	
OCC S106 Monitoring fees	TBC		