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Cherwell District Council

Planning Committee

Minutes of a meeting of the Planning Committee held at 39 Castle Quay, Banbury, OX16 5FD, on 14 August 2025 at 4.00 pm

Present:

Councillor Barry Wood (Chair)

Councillor Rebecca Biegel
Councillor Chris Brant
Councillor John Broad
Councillor Phil Chapman
Councillor Becky Clarke MBE
Councillor Dr Isabel Creed
Councillor Ian Harwood
Councillor David Hingley
Councillor Fiona Mawson
Councillor Lesley McLean
Councillor Robert Parkinson
Councillor Chris Pruden
Councillor Les Sibley
Councillor Dr Kerrie Thornhill

Substitute Members:

Councillor Dr Chukwudi Okeke (In place of Councillor Amanda Watkins)
Councillor David Rogers (In place of Councillor Douglas Webb)
Councillor Dorothy Walker (In place of Councillor Jean Conway)

Apologies for absence:

Councillor Amanda Watkins
Councillor Jean Conway
Councillor Douglas Webb

Officers:

Ian Boll, Corporate Director Communities
Shiraz Sheikh, Assistant Director Law & Governance and Monitoring Officer
David Peckford, Assistant Director Planning & Development
Paul Seckington, Head of Development Management
Caroline Ford, Team Leader - South Area Major Developments
Laura Bell, Principal Planning Officer
Denzil Turbervill, Head of Legal Services
Natasha Clark, Governance and Elections Manager
Martyn Surfleet, Democratic and Elections Officer
Will Madgwick, Technical Lead – Strategic Sites, Transport Development Management (Cherwell, West & City)

Jason Sherwood, Head of Regulatory Planning and Enforcement
Ben Mundy, Transport Development Officer
Matthew Hall, Technical Director for Land Development (Pell Frischmann)

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Declarations of Interest

5. Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington.

Councillor Chris Pruden, Other Registerable Interest, as a member of Bicester Town Council, and advised that he had not been present, having submitted apologies, at the Bicester Town Council Full Council meeting on 29 June 2025 at which the meeting agreed a motion regarding Oxford United FC.

Councillor Fiona Mawson, Other Registerable Interest, as a member of Kidlington Parish Council which had been consulted on the application.

Councillor Les Sibley, Other Registerable Interest, as a member of Bicester Town Council, and advised that he had been present at the Bicester Town Council Full Council meeting on 29 June 2025 but had declared an interest as a member of CDC Planning Committee and had left the meeting, and therefore not voted, for the entirety of the motion regarding Oxford United FC.

Councillor Lesley McLean, Other Registerable Interest, as a member of Kidlington Parish Council and Yarnton Parish Council which had been consulted on the application.

Councillor Lesley McLean, Declaration, for complete transparency, over the last few years she had met with OCC, OUFC and other groups and had also attended the Cherwell Business Awards where OUFC was present but confirmed that she came to the Committee meeting today with an open mind, having reviewed the documents before her and would listen to the discussion in the room prior to making any decision.

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Requests to Address the Meeting

The Chair advised that requests to address the meeting would be dealt with at the relevant time.

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Chair's Announcements

The Chair made the following announcements:

- (1) The Chair briefly explained the meeting procedures for the Planning Committee.

- (2) Members were reminded that the application should be considered with an open mind, and decisions should be based on the information presented having regard to both national and local policy. Members should also keep in mind the Members' Code of Conduct and Planning Members' code of conduct.
- (3) Members were reminded to remain in their seats for the presentation and discussion. Should they need to leave the room during consideration of the item, they should refrain from speaking or voting on the item.
- (4) As far as practicable, a comfort break would be taken after around two hours

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Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station, Oxford Road, Kidlington

The Committee considered application 24/00539/F for the erection of a stadium (Use Class F2) with flexible commercial and community facilities and uses including for conferences, exhibitions, education, and other events, club shop, public restaurant, bar, health and wellbeing facility/clinic, and gym (Use Class E/Sui Generis), hotel (Use Class C1), external concourse/fan-zone, car and cycle parking, access and highway works, utilities, public realm, landscaping and all associated and ancillary works and structures at Land To The East Of Stratfield Brake And West Of Oxford Parkway Railway Station Oxford Road Kidlington for Oxford United Football Club Limited.

Councillor Linda Ward addressed the Committee as Local Ward Member.

Councillor Ian Middleton addressed the Committee as Local Ward Member.

Melanie Moorhouse on behalf of Kidlington Parish Council and Adrian Sutton, on behalf of Friends of Stratfield Brake, addressed the Committee in objection to the application.

Tim Williams, Chief Executive of Oxford United Football Club and Roland Francis Clements on behalf of the applicant, addressed the Committee in support of the application.

In accordance with the Planning Committee procedures, questions of clarification were asked by Committee members which were duly responded to by officers. The application was subsequently debated.

In the course of the debate and in response to matters raised, officers undertook to review if various conditions (notably conditions 6, 13 and 33) could be pre-commencement rather than pre-occupation or development commencing above slab level; place an informative on Martyn's Law and the legislative requirements in that regard; the possibility of parking permits being covered by the S106; discussion with the applicant and highways regarding the route for emergency vehicles noting the proposed road closures; review of the Training and Employment Management Plan requirements.

It was proposed by Councillor Thornhill and seconded by Councillor Hingley that, in line with the officer recommendation, that application 24/00539/F be approved

It was subsequently proposed by Councillor Creed and seconded by Councillor Rogers that a recorded vote be taken.

Having been proposed and seconded, a recorded vote was duly taken and Members voted as follows:

Cllr Rebecca Biegel	For
Cllr Chris Brant	For
Cllr John Broad	Against
Cllr Phil Chapman	For
Cllr Becky Clarke MBE	For
Cllr Dr Isabel Creed	For
Cllr Ian Harwood	For
Cllr David Hingley	For
Cllr Fiona Mawson	Abstain
Cllr Lesley McLean	Abstain
Cllr Dr Chukwudi Okeke	For
Cllr Robert Parkinson	For
Cllr Chris Pruden	For
Cllr David Rogers	For
Cllr Les Sibley	For
Cllr Dr Kerrie Thornhill	For
Cllr Dorothy Walker	Abstain
Cllr Barry Wood	For

The vote was won, and the motion was carried.

In reaching its decision the Committee considered the officer's report and presentation, written updates and the addresses of the public speakers.

Resolved

That, in line with the officer's recommendation, authority be delegated to the Assistant Director for Planning and Development to grant permission for application 24/00539/F subject to -

- i. Referral to Secretary of State as the application is a departure from the development plan
- ii. The conditions set out below (and any amendments to those conditions as deemed necessary), and
- iii. The completion of a planning obligation under section 106 of the town and country planning act 1990, to secure the mitigation set out in appendix 2 (and any amendments to those obligations as deemed necessary)

Conditions

Time limit

1. The development to which this permission relates shall be begun not later than the expiration of 3 years beginning with the date of this permission.

Reason - To comply with the provisions of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Compliance with Plans

2. Except where otherwise stipulated by conditions attached to this permission, the development shall be carried out strictly in accordance with the following approved plans and documents:

Site Location Plan - OUFC AFL ZZ 00 DR A 000001 - P09
Site Masterplan OUFC AFL ZZ 00 DR A 001000 - P08
Proposed Site Elevations OUFC AFL ZZ ZZ DR A 002001 - 05
Existing Site Sections OUFC AFL ZZ ZZ DR A 003000 - P03
Proposed Site Sections OUFC AFL ZZ ZZ DR A 003001 - P05
Elevations West And North Stand OUFC AFL ZZ ZZ DR A 202001 - P17
Elevations East And South Stand OUFC AFL ZZ ZZ DR A 202002 - P17
Main Sections OUFC AFL ZZ ZZ DR A 203000 - P13
Access General Arrangement Part 1 5018932 RDG XX XX DR H PL001 - P04
Access General Arrangement Part 2 5018932 RDG XX XX DR H PL002 - P04
Access General Arrangement Part 3 5018932 RDG XX XX DR H PL003 - P04
Access Vehicle Access And Egress 5018932 RDG XX XX DR H PL005 - P04
Car Parking And Delivery 5018932 RDG XX XX DR H PL012 - P04
Existing Site Elevations OUFC AFL ZZ ZZ DR A 00200 - P04
Level 00 GA Floor Plan OUFC AFL 00 00 DR A 201000 - P25
Level 01 GA Floor Plan OUFC AFL 00 01 DR A 201010 - P24
Level 02 GA Floor Plan OUFC AFL 00 02 DR A 201020 - P23
Level 03 GA Floor Plan OUFC AFL 00 03 DR A 201030 - P24
Level 04 GA Floor Plan OUFC AFL 00 04 DR A 201040 - P23
Level 05 Hotel Roof Plan OUFC AFL 00 05 DR A 201050 - 13
Level 06 Roof Plan OUFC AFL 00 06 DR A 201060 - P13
Landscape General Arrangement plan OUFC FAB 00 XX DR L 1001 - P21
Landscape Section A-AA OUFC FAB 00 XX DR L 8000 - PL03
Landscape Sections B-BB, D-DD OUFC FAB 00 XX DR L 8001 - PL03
Landscape Section C-CC OUFC FAB 00 XX DR L 8002 - PL03
Landscape Section E-EE OUFC FAB 00 XX DR L 8003 - PL03
Landscape Sections F-FF, G-GG, H-HH OUFC FAB 00 XX DR L 8004 - PL03
Landscape Sections J-JJ, K-KK OUFC FAB 00 XX DR L 8005 - PL03
Illustrative Landscape Masterplan OUFC FAB 00 XX DT L 1000 - P21

Typical Planting Details- Soil Profile plan OUFC FAB XX XX DR L 8700 - P01

Typical Planting Details-Tree Pitts 1 OUFC FAB XX XX DR L 8701 - P01

Typical Planting Details - Tree Pits 2OUFC FAB XX XX DR L 8702 - P01

Hard Landscaping Legend OUFC-FAB-00-XX-DR-L-2000 - PL01

Hard Landscaping Gen Arrangement 1 of 9OUFC-FAB-00-XX-DR-L-2001 PL01

Hard Landscaping Gen Arrangement 2 of 9OUFC-FAB-00-XX-DR-L-2002 PL01

Hard Landscaping Gen Arrangement 3 of 9OUFC-FAB-00-XX-DR-L-2003 PL01

Hard Landscaping Gen Arrangement 4 of 9OUFC-FAB-00-XX-DR-L-2004 PL01

Hard Landscaping Gen Arrangement 5 of 9OUFC-FAB-00-XX-DR-L-2005 PL01

Hard Landscaping Gen Arrangement 6 of 9OUFC-FAB-00-XX-DR-L-2006 PL01

Hard Landscaping Gen Arrangement 7 of 9OUFC-FAB-00-XX-DR-L-2007 PL01

Hard Landscaping Gen Arrangement 8 of 9OUFC-FAB-00-XX-DR-L-2008 PL01

Hard Landscaping Gen Arrangement 9 of 9OUFC-FAB-00-XX-DR-L-2009 PL01

Detailed Planting plan 1 of 12 OUFC-FAB-00-XX-DR-L-3001 - PL01

Detailed Planting plan 2 of 12 OUFC-FAB-00-XX-DR-L-3002 - PL01

Detailed Planting plan 3 of 12 OUFC-FAB-00-XX-DR-L-3003 - PL01

Detailed Planting plan 4 of 12 OUFC-FAB-00-XX-DR-L-3004 - PL01

Detailed Planting plan 5 of 12 OUFC-FAB-00-XX-DR-L-3005 - PL01

Detailed Planting plan 6 of 12 OUFC-FAB-00-XX-DR-L-3006 - PL01

Detailed Planting plan 7 of 12 OUFC-FAB-00-XX-DR-L-3007 - PL01

Detailed Planting plan 8 of 12 OUFC-FAB-00-XX-DR-L-3008 - PL01

Detailed Planting plan 9 of 12 OUFC-FAB-00-XX-DR-L-3009 - PL01

Detailed Planting plan 10 of 12 OUFC-FAB-00-XX-DR-L-3010 - PL01

Detailed Planting plan 11 of 12 OUFC-FAB-00-XX-DR-L-3011 - PL01

Detailed Planting plan 12 of 12 OUFC-FAB-00-XX-DR-L-3012 - PL01

Landscape Details - Furniture 1 of 6 OUFC-FAB-00-XX-DR-L-8100 - PL01

Landscape Details - Furniture 2 of 6 OUFC-FAB-00-XX-DR-L-8101 - PL01

Landscape Details - Furniture 3 of 6 OUFC-FAB-00-XX-DR-L-8102 - PL01

Landscape Details - Furniture 4 of 6 OUFC-FAB-00-XX-DR-L-8103 - PL01

Landscape Details - Furniture 5 of 6 OUFC-FAB-00-XX-DR-L-8104 - PL01

Landscape Details - Furniture 6 of 6 OUFC-FAB-00-XX-DR-L-8105 - PL01

Environmental Statement dated February 2024

Environmental Statement Addendum dated December 2024

Biodiversity Net Gain dated May 2025

Arboricultural Impact Assessment dated June 2025

Transport Assessment Addendum dated March 2025

Retail Impact Assessment Addendum dated November 2024

Utilities Statement V4 dated November 2024

Geotechnical and Geo-Environmental Desk Study December 2023

OuitC Community Benefits dated June 2025

Reason – For the avoidance of doubt, to ensure that the development is carried out only as approved by the Local Planning Authority and comply with Government guidance contained within the National Planning Policy Framework.

Materials

Sample materials

3. Full details of the development, including samples of all materials to be used for the external surfaces shall be submitted to, and approved in writing by, the Local Planning Authority before any development is commenced. Samples shall include sample panels, glazing and a roofing material sample combined with a schedule of the exact product references.

Reason: To safeguard the character and appearance of the area in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and government guidance contained within the National Planning Policy Framework.

Sample boards

4. All approved materials shall be erected in the form of a samples board to be retained on site throughout the works period concerned and the relevant parts of the works shall not be carried out otherwise than in accordance with the approved details.

Reason: To safeguard the character and appearance of the area in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and government guidance contained within the National Planning Policy Framework.

Energy

BREEAM

5. Development shall take place in accordance with the approved details (Sustainability and Energy Statement Feb 2024 and subsequent amendments) of on-site renewable energy provision, and it shall be occupied until the approved on-site renewable energy provision is operational and shall be retained as such thereafter. The development shall deliver, as a minimum, a BREEAM 'Very Good' standard.

Reason: In the interests of ensuring that major development takes all reasonable opportunities to operate more sustainably in accordance with the requirements of Policy ESD5 of the Cherwell Local Plan 2011-2031 Part 1.

Security

Counter-terrorism measures

6. Prior to the commencement of development above slab level, details of counter-terrorism measures for the stadium building, concourse and fan zone, Oxford Road, Oxford Parkway Park and Ride and Frieze Way, which have been reviewed and approved by a Register of Security Engineers and Specialists registered engineer, shall be submitted to the Local Planning Authority and approved in writing, in consultation with Thames Valley Police. Approved measures shall thereafter be implemented prior to the first use of the stadium and maintained permanently thereafter.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1.

Note: The counter terrorism measures must include;

- *Hostile Vehicle Mitigation Measures, locations and specifications*
- *Blast mitigation measures*
- *Specification of walling and laminated glazing of the stadium building*
- *Specification/design of public litter bins and street furniture*

Secured by Design

7. Prior to first occupation or use of the development, Secured by Design accreditation shall be achieved for the development hereby approved. The development shall be carried out in accordance with the approved Secured by Design principles.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph

102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1.

Secured Environments

8. Prior to first occupation or use of the development, Secured by Design "Secured Environments" shall be achieved for the development hereby approved. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1.

Restriction of Use

9. The stadium bowl and pitch area hereby permitted shall be limited to Use Class F2 for outdoor sports only and shall not be used for the purposes of accommodating an amplified music concert.

Reason: In the interests of the public safety and to ensure the development does not harm the amenities of the occupiers of surrounding properties and users of the open spaces surrounding the stadium and to be consistent with the assessment and other environmental information provided under the EIA process in accordance with Policies ENV1 and ESD15 of the Cherwell Local Plan 2011 and Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f) of the NPPF.

10. No more than 43 professional or semi-professional football games shall be played at the stadium in each calendar year.

Reason: To ensure that the development accords with the principles and parameters that have been assessed in the EIA process and the transport assessment relating to this application in accordance with policies ENV1 and ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework.

11. The club shop hereby permitted shall be used for the sale and display of non-food goods relating to Oxford United Football Club and for no other goods whatsoever.

Reason: To enable the local planning authority to retain planning control over the development of this site in order to safeguard the amenities of the area and to sustain the vitality and viability of Kidlington village centre, in accordance with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1, saved Policy C28 of the Cherwell Local Plan 1996 and government guidance contained within the National Planning Policy Framework.

Evacuation Strategy

12. Prior to commencement of development above slab level, a full emergency/exceptional evacuation strategy shall be submitted to the local planning authority and approved in writing in consultation with Thames Valley Police and the Local Highway Authority. The strategy shall demonstrate that emergency vehicle access into the site is maintained during such events. The development shall not be brought into use until the Evacuation Strategy has been agreed. Thereafter and for the life of the development, the Evacuation Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of highway safety, security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1

Segregation Strategy

13. Prior to the first occupation or use of the development hereby approved, an external fan segregation strategy shall be submitted to the local planning authority and approved in writing, in consultation with Thames Valley Police. The strategy shall demonstrate safe and effective fan segregation on match days. The strategy should include, as a minimum, details of how Home and Away fans will be separated during the ingress and egress phase.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1.

CCTV strategy

14. Prior to the first occupation or use of the development hereby approved, a CCTV strategy shall be submitted to the local planning authority and approved in writing, in consultation with Thames Valley Police. The strategy shall demonstrate effective CCTV coverage of the stadium site.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f), Policy ESD15 of the Cherwell Local Plan 2011 Part 1.

External Lighting scheme

15. Prior to the commencement of the development above slab level, details of a proposed external lighting scheme, which shall provide details of

lighting levels on match days, non-match days and any other events, provide details of timing and seasonal differences and which shall adhere to the recommendations within the ILP and Bat Conservation Trust Guidance Note 08/23 *Bats and Artificial Lighting in the UK, Bats and the Built Environment Series (Bat Conservation Trust and ILP 2023)* shall be submitted to the local planning authority and approved in writing. The scheme shall also set out the steps that will be taken to ensure that external lighting promotes a secure environment that supports effective CCTV operations and does not cause a nuisance to local residents and shall demonstrate that external lighting to be positioned to the south of the site as set out in document titled 'Ecology Response to Lighting Technical Note' – June 2025 prepared by Ecology Solutions shall not exceed 0.2 lux horizontal illuminance and 0.4 lux vertical illuminance and that the pedestrian access points on the Eastern boundary shall be lit by not more than 1-2.5 lux above the baseline. The external lighting shall be implemented in accordance with the approved scheme and shall be retained and operated in accordance with the approved details thereafter.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development, in the interests of security and the prevention of crime and to mitigate for the potential impacts of artificial lighting on protected species, specifically bats. In accordance with Policies ESD10 and ESD15 of the Cherwell Local Plan 2011-2031 and in accordance with the guidance contained within the National Planning Policy Framework.

Ecology (additional conditions at the end)

16. No development shall commence unless and until an Arboricultural Method Statement (AMS), undertaken in accordance with BS:5837:2012 and all subsequent amendments and revisions has been submitted to and approved in writing by the Local Planning Authority. Thereafter, all works on site shall be carried out in strict accordance with the approved AMS.

Reason – To ensure the continued health of retained trees/hedges and to ensure that they are not adversely affected by the construction works, in the interests of the visual amenity of the area, to ensure the integration of the development into the existing landscape and to comply with Policy ESD15 of the Cherwell Local Plan 2011 – 2031 Part 1, Saved Policy C28 of the Cherwell Local Plan 1996 and Government guidance contained within the National Planning Policy Framework.

Landscape

Landscaping and Boundary Treatment

17. No development shall take place until a Landscape Management Plan (which includes a Boundary Treatment Plan and Planting Schedule), and details of implementation and maintenance, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). Planting shall be undertaken in accordance with the agreed plan and maintained as such thereafter.

Reason: To mitigate any adverse impact from the development on the A34 and to ensure that the A34 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Public Toilets – hours of use

18. The public toilets hereby permitted shall only be open for use of match days during operational hours, and between the hours of 0700 and 1800 on non-match days. Out of these hours, the public toilets shall be closed and locked.

Reason: To mitigate any adverse impact from the development on the A34 and to ensure that the A34 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Drainage

Drainage Scheme – EA

19. The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. This will include confirmation from the sewerage undertaker that the receiving Sewage Treatment Works has the capacity to accept flows from this development. The scheme shall be implemented and thereafter maintained as approved.

Reason: The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause deterioration of a quality element to a lower status class and/or prevent the recovery of Thames (Evenlode to Thame) and/or Northfield Brook water body.

Drainage Details

20. No development hereby permitted shall take place until full details of new drainage and its location shall be submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The development shall thereafter be undertaken in strict accordance with the approved details prior to the first occupation of the development and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development onto the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development may be made to any Strategic Road Network drainage systems.

Reason: To ensure that the A34 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and paragraph 59 of DfT Circular 01/2022.

Foul Water Upgrades

21. The development shall not be occupied until confirmation has been provided that either:-

1. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or-
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied.

Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - In the interests of sustainability and to ensure a satisfactory form of development. Network reinforcement works are likely to be required to accommodate the proposed development to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development, in accordance with Government guidance contained within the National Planning Policy Framework.

All Water Upgrades

22. No development shall be occupied until confirmation has been provided that either:-

- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or
- a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development, in accordance with Government guidance contained within the National Planning Policy Framework.

No development within 5m of the water main

23. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the

development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: In order to protect water quality, prevent pollution and secure sustainable development having regard to paragraphs 7/8 and 180 of the National Planning Policy Framework.

Surface Water Drainage

24. Construction shall not begin until; a detailed surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- A compliance report to demonstrate how the scheme complies with the “Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire”;
- Full drainage calculations for all events up to and including the 1 in 100 year plus 40% climate change;
- A Flood Exceedance Conveyance Plan;
- Detailed design drainage layout drawings of the SuDS proposals including cross-section details;
- Detailed maintenance management plan in accordance with Section 32 of CIRIA C753 including maintenance schedules for each drainage element, and;
- Details of how water quality will be managed during construction and post development in perpetuity;
- Confirmation of any outfall details.
- Consent for any connections into third party drainage systems

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

SuDS A

Built and Maintenance Details

25. Prior to first occupation, a record of the installed SuDS and site wide drainage scheme shall be submitted to and approved in writing by the Local Planning Authority for deposit with the Lead Local Flood Authority Asset Register. The details shall include:
- (a) As built plans in both .pdf and .shp file format;
 - (b) Photographs to document each key stage of the drainage system when installed on site;
 - (c) Photographs to document the completed installation of the drainage structures on site;

- (d) The name and contact details of any appointed management company information.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

Highways

Construction Environment Management Plan

26. No development shall commence until a Construction Environment Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways).

The CEMP shall include, but not be limited to the following:

- Construction programme for the site;
- the proposed construction traffic routes to the site, to be identified on a plan;
- Construction Traffic Management Plan (to include the co-ordination of deliveries and plant and materials and the disposing of waste resulting from by vegetation clearance, ground works, demolition and/or construction to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1700-1800) periods);
- an estimate of the daily construction vehicles, number and type profiled for each construction phase, identifying the peak level of vehicle movements for each day
- Cleaning of site entrances, site tracks and the adjacent public highway;
- management and hours of construction work and deliveries;
- area(s) for the parking of vehicles of site operatives and visitors;
- area(s) for the loading and unloading of plant and materials;
- area(s) for the storage of plant and materials used in constructing the development;
- details of effective silt and pollution mitigation measures; siting and details of wheel washing facilities;
- the mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;
- a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
- details of waste management arrangements;
- Details of any proposed strategic road temporary traffic management measures on the SRN;
- the storage and dispensing of fuels, chemicals, oils and any hazardous materials (including hazardous soils);
- measures to avoid impacts on the non-statutory designated sites and retained habitats;

- details of drainage arrangements during the construction phase identifying how surface water run-off will be dealt with so as not to increase the risk of flooding to downstream areas because of the construction programme;
- protection measures for hedgerows and grasslands;
- contact details of personnel responsible for the construction works; and soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use.

The approved CEMP shall be adhered to and implemented in full throughout the construction period strictly in accordance with the approved details.

Reason: To mitigate any adverse impact from the development on the A34, to ensure that the A34 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

Construction Traffic Management Plan (CTMP)

27. A Construction Traffic Management Plan should be submitted to the Local Planning Authority and agreed prior to commencement of works. This should identify;

- The CTMP must be appropriately titled, include the site and planning permission number.
- Routing of construction traffic and delivery vehicles is required to be shown and signed appropriately to the necessary standards/requirements. This includes means of access into the site.
- Details of and approval of any road closures needed during construction.
- Details of and approval of any traffic management needed during construction.
- Details of wheel cleaning/wash facilities – to prevent mud etc, in vehicle tyres/wheels, from migrating onto adjacent highway.
- Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.
- The erection and maintenance of security hoarding / scaffolding if required.
- A regime to inspect and maintain all signing, barriers etc.
- Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.
- The use of appropriately trained qualified and certificated banksmen for guiding vehicles/unloading etc.
- No unnecessary parking of site related vehicles (worker transport etc) in the vicinity – details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

- Layout plan of the site that shows structures, roads, site storage, compound, pedestrian routes etc.
- A before-work commencement highway condition survey and agreement with a representative of the Highways Depot – contact 0845 310 1111. Final correspondence is required to be submitted.
- Local residents to be kept informed of significant deliveries and liaised with through the project. Contact details for person to whom issues should be raised with in first instance to be provided and a record kept of these and subsequent resolution.
- Any temporary access arrangements to be agreed with and approved by Highways Depot.
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding highway network, road infrastructure and local residents, particularly at morning and afternoon peak traffic time.

Travel Plan

28. Prior to the first occupation of the site an updated, comprehensive, framework travel plan shall be submitted to and agreed in writing by the local planning authority, together with a supplementary travel plan or travel plan statement for each of the ancillary land uses within 3 months of first occupation.

Reason: To promote sustainable modes of transport.

Public Transport Information System

29. Prior to commencement of development details of the Public Transport Information System should be provided and agreed by the Local Planning Authority. The development should not be brought into use until the Public Transport Information System has been provided within the site in accordance with the approved details. Thereafter and for the life of the development, the applicant must ensure retention and adequate maintenance of the Public Transport Information System.

Reason: To promote sustainable modes of transport.

Signage Strategy

30. Prior to commencement of development the Signage Strategy shall be submitted to and approved by the Local Planning Authority. This should set out all signage on the Local Highway Network, Strategic Road Network, including Variable Messaging Signs as well as signage at Oxford Parkway, Peartree Park & Ride and within the site. The development shall not be brought into use until the approved signage has been installed.

Reason: In the interests of highway safety.

Communication Strategy

31. Prior to commencement of development the Communication Strategy shall be submitted to and approved by the Local Planning Authority. This should set out the measures to be provided to make residents aware in advance of when matches will be taking place and of any route diversions. The development shall not be brought into use until the Communication Strategy has been provided in accordance with the approved details. Thereafter the Communication Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety

Car Park Management Plan

32. Prior to commencement of development the Car Park Management Plan shall be submitted to and approved by the Local Planning Authority. This should set out how car parking will be controlled, monitored and enforced on site for the different uses. Thereafter and for the life of the development, the Car Park Management Plan shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety

Crowd & Traffic Management Strategy

33. Prior to commencement of development the Crowd & Traffic Strategy shall be submitted to and approved by the Local Planning Authority. This should set out the different forms of crowd and traffic management, the enforcement, monitoring and reporting methods and location of marshals. The development shall not be brought into use until the Crowd & Traffic Management Strategy has been agreed. Thereafter and for the life of the development, the Crowd and Traffic Management Strategy shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

Cycle Parking

34. Before the development permitted is commenced details of the cycle parking areas, including dimensions and means of enclosure, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall not be brought into use until the cycle parking areas and means of enclosure have been provided within the site in accordance with the approved details and thereafter the areas shall be retained and maintained solely for the purpose of the parking of cycles.

Reason: To encourage the use of sustainable modes of transport.

Framework Event Management Plan

35. No events shall take place until a Framework Event Management Plan for managing all fixtures and large events associated with the use of the site (stadium and conference facility) shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with National Highways). Thereafter all events will be carried out in full accordance with approved details.

Reason: To mitigate any adverse impact from the development on the A34, to ensure that the A34 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Geotechnical submissions

36. No development (for avoidance of doubt this includes excavation works, and/ or landscaping works), shall commence until geotechnical submissions (in accordance with Design Manual for Roads and Bridges Standard CD622) have been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways). The development shall be carried out in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety, convenience of highway users and to ensure that the A34 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

A34 Water Eaton Bridge

37. Prior to the commencement of any improvement works to the A34 Water Eaton Bridge, full details of the design, materials, and construction methods shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways. The design must fully comply with the standards outlined in the Design Manual for Roads and Bridges, including CG300 and CD622. The development shall be carried out in strict accordance with the approved details.

Reason: In the interests of highway safety, convenience of highway users and to ensure that the A34 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

Archaeology

Archaeological Written Scheme of Investigation.

38. Prior to any demolition and the commencement of the development a professional archaeological organisation acceptable to the Local Planning Authority shall prepare an Archaeological Written Scheme of Investigation, relating to the application site area, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason - To safeguard the recording of archaeological matters within the site in accordance with the NPPF (2024).

Staged programme of archaeological evaluation and mitigation

39. Following the approval of the Written Scheme of Investigation referred to in condition 38, and prior to any demolition on the site and the commencement of the development (other than in accordance with the agreed Written Scheme of Investigation), a staged programme of archaeological evaluation and mitigation shall be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work shall include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which shall be submitted to the Local Planning Authority within two years of the completion of the archaeological fieldwork.

Reason – To safeguard the identification, recording, analysis and archiving of heritage assets before they are lost and to advance understanding of the heritage assets in their wider context through publication and dissemination of the evidence in accordance with the NPPF (2024).

Environmental Protection

Unexpected Contaminated Land at a later date

40. Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development [or relevant phase of development] is resumed or continued.

Reason: To ensure that any ground and water contamination is identified and adequately addressed to ensure the safety of the development, the

environment and to ensure the site is suitable for the proposed use, to comply with Saved Policy ENV12 of the Cherwell Local Plan 1996 and Section 15 of the National Planning Policy Framework.

Noise

41. All plant, machinery and equipment to be used by reason of the granting of this permission shall be so installed, maintained and operated so as to ensure that the rating noise level from the equipment shall be:
- Daytime (07:00-23:00) of 49 dB
 - Night time (23:00-07:00) of 39 dB

when measured at site boundary. Measurements and rating of noise for the purpose of this conditions shall be in accordance with BS 4142:2014+A1:2019 Method for Rating and Assessing Industrial and Commercial Sound (or subsequent updates).

Reason: To protect nearby properties from unacceptable noise pollution and vibration and to comply with policy PSD1 of the Cherwell Local Plan and guidance contained with the National Planning Policy Framework.

Waste

42. Prior to the first occupation of any building on the site (excluding temporary, service buildings e.g., substation, or buildings used for security purposes) details of the waste management strategy (i.e. storage of bins and collection) for that building shall be submitted and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the details so approved at all times thereafter.

Reason: In the interests of sustainability and to ensure a satisfactory form of development and to accord with Policy ESD1 and with Government advice in the National Planning Policy Framework.

Additional Ecology conditions (to be reviewed alongside S106 requirements)

43. Prior to the commencement of the development hereby approved a Landscape and Ecology Management Plan (LEMP) detailing all species specific provisions on site, their location, type and their on-going management shall be submitted to and approved in writing by the local planning authority. The development shall not be carried out other than in full accordance with the approved LEMP including any/all timescales set out therein.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and government guidance contained within the National Planning Policy Framework.

44. No development shall commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with an approved Biodiversity Gain Plan, has been submitted to and approved in writing by the local planning authority. The HMMP shall include:
- a non-technical summary
 - the roles and responsibilities of the people or organisation(s) delivering the HMMP
 - the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan
 - the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the approved completion date of the development
 - the monitoring methodology and frequency in respect of the created or enhanced habitat

Notice in writing shall be given to the local planning authority when the:

- HMMP has been implemented
- habitat creation and enhancement work as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP or such amendments as agreed in writing by the local planning authority.

Monitoring reports shall be submitted to the local planning authority in writing for approval in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

45. No development shall commence (including demolition, ground works, vegetation clearance) unless and until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP: Biodiversity shall include as a minimum:
- Risk assessment and mitigation of potentially damaging construction activities
 - Identification of 'Biodiversity Protection Zones'
 - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)
 - The location and timing of sensitive works to avoid harm to biodiversity features
 - The times during construction when specialist ecologists need to be present on site to oversee works

- Responsible persons and lines of communication
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person
- Use of protective fences, exclusion barriers and warning signs
- Details of the surveys of trees which showed roosting potential and which will be removed as well as details of any mitigation plan and the licence which shall be in place should this be required.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To protect habitats of importance to biodiversity conservation from any loss or damage in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and government guidance contained within the National Planning Policy Framework.

46. If the development hereby approved does not commence within two years from the date of the current surveys. A walkover survey shall be undertaken prior to the commencement of the development to establish changes in the presence, abundance and impact on all currently surveyed habitats and species. The survey results, together with any necessary changes to the mitigation plan or method statement shall be submitted to and approved in writing by the local planning authority. Thereafter, the development shall be carried out in full accordance with the approved details.

Reason: To ensure that the development does not cause harm to any protected species or their habitats in accordance with Policy ESD10 of the Cherwell Local Plan 2011-2031 Part 1 and government guidance contained within the National Planning Policy Framework.

47. Prior to the commencement of the development a site-wide Biodiversity Net Gain (BNG) strategy (incorporating a calculation) for the development shall be submitted to the Local Planning Authority and approved in writing. It shall be accompanied by a BNG compliant statement setting out how the development will contribute to achieving a site-wide BNG target of no less than 20%.

The proposed biodiversity enhancement measures shall be implemented in accordance with the approved details and shall be managed and maintained for a minimum period of 30 years.

Reason: To ensure that the proposals deliver appropriate an amount and variety of habitats and support the biodiversity net gain opportunities in accordance with the submitted Environmental Statement to comply with Policy ESD10 of the Cherwell Local Plan Part 1 2011-2031 and Government guidance contained within the National Planning Policy Framework. This information is required prior to the commencement of the development as it is fundamental to the acceptability of the scheme because biodiversity net gain is a crucial requirement and a strategy to

understand how this will be achieved must be understood from the outset.

Informatives

Environmental Statement

1. In accordance with Regulations 3 and 9 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), Cherwell District Council as Local Planning Authority is satisfied that the environmental information already before it remains adequate to assess the environmental effects of the development and has taken that information into consideration in determining this application.

East West Rail

2. Land within the application site is proposed for the construction and operation of the East West Railway, a nationally significant infrastructure project. The Council strongly advises the Applicant to liaise closely with EWR Co over the timing and detailed implementation of the application proposals and the EWR project, to seek to agree a detailed approach that avoids or reduces conflicts between the two development proposals, and that seeks to mitigate any impacts arising"

National Highways

3. Framework Event Management Plan
The Framework Event Management Plan shall but not limited to the following:
 - Anticipated fixture and event -related information (i.e. dates, times and estimated attendances);
 - Timings on the day, including: the activation of control points or road closures;
 - arrival and departure times for staff, stewards, players/performers, and spectators;
 - briefings and final pre-event safety checks; and
 - debriefings;
 - Generic Traffic Management Plan, including: road closures and traffic diversions, parking arrangements, traffic control measures, signage and traffic and pedestrian marshalling;
 - signage (including local and strategic VMS messaging and timing strategies); and
 - travel advice proposals;
 - Communication Plan, including website, advertisements/articles, information to local radio stations, and text alerts;
 - Post-event procedures, including inspections, debriefings and completion of the Event Record;
 - Chain of command, including the names, roles and location of all key members of the event management team more particularly those responsible for traffic management; and

- Highways Authority and Police engagement protocols, procedures and processes in the case of each qualifying fixture or event.

Landscape Boundary treatment plan

2. For avoidance of doubt the boundary treatment plan will include but not limited to the following:
 - a) details concerning works locations, materials types, construction methods and maintenance;
 - b) details concerning the management of existing boundary planting to include an Arboricultural Tree Survey and Tree Protection Plan with a Method Statement for any works required to address the removal, retention and management of trees along this boundary. All works shall be undertaken in accordance with the agreed plan and maintained as such thereafter.

A34 Water Eaton Bridge

3. This development involves work to the public highway (strategic road network and local road network) that can only be undertaken within the scope of a legal Agreement or Agreements between the applicant and National Highways (as the strategic highway company appointed by the Secretary of State for Transport) and, as necessary and appropriate, the Local Highway Authority. Planning permission in itself does not permit these works.

It is the applicant's responsibility to ensure that before commencement of any works to the public highway, any necessary Agreements under the Highways Act 1980 are also obtained (and at no cost to National Highways). Works to the highway will normally require an agreement or agreements, under Section 278 of the Highways Act, with National Highways and the Local Highway Authority.

OCC Highways

4. Please note If works are required to be carried out within the public highway, the applicant shall not commence such work before formal approval has been granted by Oxfordshire County Council by way of legal agreement between the applicant and Oxfordshire County Council. This is separate from any planning permission that may be granted and will be dealt with through S106 and S278 agreement as noted above. Works delivered via S278 agreement will need to also consider Oxfordshire County Council's Tree and Street Lighting policies along with the Oxfordshire Flood Toolkit.

Signage to be placed on the public highway can be installed as part of the Section 278 agreement, however, signage to be installed on the SRN or on private land (Peartree & Parkway) will need a separate agree

The following items will require a separate legal (Traffic Regulation Order) process, which includes public consultation, and which will require sign off by the cabinet member for highways:

- Oxford Road diversion route.
 - Parking measures at Oxford Parkway.
 - Matchday Controlled Parking Zone.
 - Speed limit reduction on Frieze Way.
 - Parking restrictions on Bicester Road, Oxford Road and Frieze Way.
 - New cycle paths and signalised crossings.
5. The access steps from Oxford Parkway to Oxford Road and the cycle parking at Oxford Parkway are not fully within public highway land. As such the land outside of the public highway will need to be dedicated along with land either side for maintenance and illumination. As such Chiltern Railways will need to be party to the S106 agreement.
6. A mechanism will also be required in the S106 agreement to monitor and review the effectiveness or otherwise of matchday shuttles/bus services. This should set out the stakeholders within the Matchday Steering Group, the frequency the group will meet and should provide a baseline level of service (in line with the planning application) that must be provided/achieved as a minimum and all in accordance with the travel plan and transport assessment.
7. Oxford Airport is a legally safeguarded aerodrome, as listed in ODPM/DfT Circular 01/2003 'Safeguarding of Aerodromes, Technical Sites and Military Explosives Storage Areas Direction' and as such, it is a requirement that development do not introduce safety hazards to aviation. There is insufficient information provided for Oxford Airport to assess whether there are any glare or lighting patterns that may cause confusion to pilots operating to/from or in the vicinity of Oxford Airport. The developer should provide an assessment to demonstrate that the proposed lighting scheme will not cause any safety hazards to aviation.
8. No information has been provided on the cranes that will be used during the construction of the development. The developer is reminded of their responsibility to notify aerodromes within 6km of their intent to use cranes. A Crane Permit should be requested from Oxford Airport via email to safeguarding@londonoxfordairport.com where an appropriate level of assessment will be conducted at the cost of the developer.

The meeting ended at 8.29 pm

Chairman:

Date:

APPENDIX 2 – Draft Heads of Terms for Section 106 Agreement/Undertaking

- An obligation to secure apprenticeship and training requirements, as set out in the Council's Adopted Developer Contributions SPD (2018)
- Payment of a contribution towards Public Art proportionate to the cultural significance of the development which can help integrate it into the evolving sense of place in the area.
- Contributions and obligations to secure improvements to the highway network. These are set out in Appendix 3 of this report, within the Local Highway Authority response.
- Payment of contributions towards Chiltern Railway improvements, to include;
 - 2 new access gates to the Oxford bound platform and associated ticket readers
 - 4 additional customer waiting shelters (2 on each platform)
 - Creation of a dedicated toilet facility to meet the needs of 4000 fans on match days
 - Improvement to wayfinding and signage between the station and new stadium
 - Contribution towards provision of operational management centre at Oxford Parkway
 - Contribution towards providing match day barriers and related storage facility
- Woodland Management Plan to secure necessary improvements to the Stratfield Brake woodland to the south of the site to ensure the long term resilience of the woodland by safeguarding against direct and indirect harm.
- Community Use Agreement obligations to provide measures to enforce the various community use commitments by OUFC
- Biodiversity Net Gain (on site monitoring) and to achieve a 20% net gain (unless to be dealt with by a planning condition)
- Payment of the Council's Monitoring Costs