

the main route from Kidlington it is a relatively narrow road with narrow pavements shared between pedestrians and cyclists.

11. Whether or not the road is closed, large numbers of spectators would spill out onto a very constrained space and this would be both disruptive and dangerous.
12. The Triangle site is at the Kidlington roundabout, a known traffic pinch point. Traffic in both directions, including that 'diverted' down Frieze Way will have to negotiate the roundabout. Crowds walking from Kidlington (either residents or visitors having parked there) to the stadium will have to cross the roundabout. This is likely to lead to gridlock impacting the local and national

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13. The development would remove the last remaining piece of Green Belt between Oxford and Kidlington – the sensitive Kidlington Gap - at its narrowest point.
14. This would not just harm the Green Belt but destroy four of its five key purposes as set out in the NPPF and reflected in Policy ESD 14 of the Cherwell Local Plan 2015, which states that the Green Belt will be maintained to:
  - a. Maintain separation between settlements;
  - b. Preserve the special character and landscape setting of Oxford;
  - c. Check the growth of Oxford and prevent ribbon development and urban sprawl; and
  - d. Assist in safeguarding the countryside from encroachment.The proposed development would also destroy the essential characteristics of Green Belt highlighted in the NPPF namely openness and permanence.
15. Green Belt boundaries in the area have recently been reviewed and extensively changed. The new boundaries have been described by the Planning Inspector (into the Local Plan Partial Review) as 'defensible'. Government policy is that Green Belt is permanent. This development would be wholly contrary to local and national policy.
16. The possibility of building a stadium at Stratfield Brake or Water Eaton was discussed in 2017 at a meeting of council leaders, planners and OUFC. The then head of strategic planning and the economy for Cherwell District Council (Adrian Colwell), explained that the sites were 'not viable'. He is reported by the Oxford Mail as saying that: "Green Belt, buffer zone and planning constraints mean no development of a stadium was possible on either site." These constraints apply equally to the triangle and are even more relevant today.
17. The land was taken into public ownership specifically to protect the gap between Kidlington and Oxford. The need to protect the gap is now even greater because of other proposed development. To hand over land protected by public ownership to private bodies for massive development for commercial gain seems to be an abrogation of public duty. This should be taken into account in assessing this application.