

satisfy the needs of football fans!

Concerts are "not proposed" but they will be if the opportunity arises! What about traffic management for these and other large events that are likely to take place? OUFC CEO has stated that he wishes the new stadium to be used 365 days a year, so this further impingement is likely on local residents.

Thames Valley Police concerns that fans won't use designated crossing routes have not been addressed.

Traffic holdups have the potential to affect the strategic road network (eg A34 & A40)

## 2. Parking provision

184 parking spaces and 2 coach bays in total on site is inadequate given current established supporter travel patterns. What happens if OUFC get promoted to higher divisions with much larger clubs and fan bases wishing to attend matches? The entire area of Kidlington will be gridlocked all day!

already dying on its feet and the inability to shop in Oxford will only accelerate this decline.

Cycle parking should be provided at 1 space per 50 seats. That is 320 spaces rather than the 150 proposed. OUFC is planning to use the Oxford Parkway cycle racks which is not acceptable and against local transport policy.

There is little evidence to suggest that incentives for fans not to park at Oxford Parkway will be effective.

The club has little influence over the travel patterns of away supporters.

Match Day Controlled Parking Zones (CPZs) are proposed. This indicates that the applicant knows that a significant number of fans will continue to travel by car and will cause significant issues for local residential areas.

Match Day Controlled Parking Zones (CPZs) will be implemented up to 2km from the Stadium in Kidlington, North Oxford and Yarnton. These will operate during matches (Saturday and evenings) and will discourage supporters travelling to stadium by car and parking on nearby residential streets on match days. These Match Day CPZs will dovetail with the parking management strategy emerging for the PR Sites around Kidlington and Oxford Parkway.

CPZs on residents cannot be imposed unilaterally to serve the whims of OUFC. Moreover, this will not discourage supporters from parking on residential streets? Surely it should be prevented? If the Park & Rides are full of fans' cars, where will users who wish to use the P&Rs to access Oxford and the hospitals park? If the P&Rs (especially Oxford Parkway) are already full when fans start to arrive, what plans are in place to manage this?

How would parking in other areas such as Stratfield Brake, Exeter Hall and Cutteslowe Park's two car parks be managed to ensure continued use of these areas is possible for other users?

## 3. Government policy and guidance: Green Belt

The NPPF (National Planning Policy Framework) states that inappropriate development on the Green Belt is not allowed unless there are 'very special circumstances' (VSC).

OUFC acknowledges that the stadium is inappropriate development but tries to justify it with 'very special circumstances' as follows:

a. The club has to find a new home by 2026. We all know that the club has intentionally made itself homeless and hasn't tried to negotiate to stay at the Kassam Stadium (because it doesn't want to) so can't claim this as a VSC.

b. There is no other available suitable site. We know that the Alternative Sites Report was pre-determined because it was prepared to provide "justification for the application site, which is the Club's identified location for the stadium and ancillary facilities". (Alternative Sites Assessment para 1.2).

c. OUFC said it looked at over 60 other location alternatives within a 7km catchment area -