

will eventually be a largely residential area on the outskirts of Kidlington, which retains its village status. Architects' photographs used are computer-generated so as to reduce the planned height of the stadium to make it appear smaller than it actually will be.

7. Landscape impact

- a. The stadium, at nearly 25m high, and covering most of the site, would dominate the landscape. It would transform an area that is currently not really apparent and be an overbearing feature in what will be a largely residential area.
- b. It would also urbanise the last remaining Green Belt gap between Kidlington and Oxford and impact the setting of the Stratfield Brake Nature Reserve.
- c. It is clear that there will be permanent and significant adverse effects on the surrounding landscape.

8. Environmental pollution e.g. noise

Increased traffic will lead to increased air pollution in the area, to the detriment of Kidlington both pre-, during and post construction of the stadium. Furthermore, increased traffic on

affect the wildlife on the Stratfield Brake Nature Reserve eg bats.

9. The Cherwell Local Plan

The stadium is not included in the Local Plan. The site was left as Green Belt. The Planning Inspector noted that, on this basis, ".the overall sense of separation between Kidlington and Oxford in particular, would not be harmfully reduced." Development of the site will remove the last remaining separation of Kidlington from Oxford.

10. Other major points of objection:

a. Entry, Exit and Evacuation and Major Incidents/Disaster

The site is: bounded by busy roads, is too small for the level of proposed development, is constrained by features such as the car park, woodland and attenuation ponds.

There are few access points into the site and there is a difference in level from the highway to the stadium. In the event of an emergency it is impossible to see how the stadium could be safely evacuated within 8 minutes. Similarly it is impossible to see where people could muster safely.

The planning application lists laws and regulations but fails to address key safety issues.

In general there is a lack of safety both for spectators, for users of the adjacent roads, and members of the public who are not involved in the football.

There is also insufficient room to allow for segregation of home and away fans.

Critically, the Design & Review Panel (which the local authority should have regard to) commented:

"There is a concern that the proposed main entrance area point to the stadium may not be able to safely accommodate the sheer volume of fans. It is felt there may not be enough arrival space to accommodate the supporters before they disperse to their seats. A lack of space in this area could also give rise to problems of supporter segregation. The practical problems of access are also accentuated by the difference in levels from the highway."

This is clearly a safety issue.

The safety issues around access to and egress from the proposed stadium site are not addressed in the documents supporting the application other than by a request for the planning consent to be conditioned.

Oxford Parkway Station Safety

- a. This station is a village location, is small and unsuitable for crowds of fans, mixing both home and away, and arriving en masse. The platforms are narrow as is the footbridge across the track.